CYCLE NEWS

WEST

Volume XVII : Number 33 : August 27, 1980

Dede does it again!

Cates makes it two years in a row at the Women's Nationals

Plus: Road racing at Pocono, Talking with Rich Schlachter, California Superbike School, NMRA Drags at Fremont, Austin's Aqua Festival and the Muskegon Hillclimb

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Suzuki's Harry Everts won both motos of the Aug. 17 125cc MX World Championship final round in Spain to reclaim his World Championship. Everts, who wasn't expected to be a contender for the title after a mid-season broken arm, won the first moto in front of Michele Rinaldi (TGM) and Torao Suzuki (Apr), then bested Tetsumi Mitsuyashu (Yam) in the second round. Final points standings have Everts with 172 followed by Rinaldi (142), Eric Geboers (129), Mitsuyashu (123) and Marc Velkeneers (110).

We were saddened to learn of the death of Junior-ranked flat tracker Steve Polson. Polson was injured in a practice crash in the Gardena Gold Cup half mile at Ascot July 18, and finally succumbed to those injuries Aug. 11. Godspeed, Steve.

If the political entanglements of previous years can be survived, the green flag will drop on the Check Chase for the first time since 1976. Tentatively scheduled for Oct. 25, the point-to-point event would be run on a 235-mile course through the California Desert. The course would start at the Johnson Valley Open Area and end at the start/finish of the Parker SCORE "400" course. One of the reasons this year's Check Chase has a good chance of taking place is the development of an Environmental Impact Statement. In previous years, the race planners opted for a less complete document, and Environmental Assessment and Review. An EIS is an analysis of the environmental impact of a given event. The EIS was released Aug. 1 by the Bureau of Land Management and will be open to public review until Sept. 14. A public meeting to discuss the EIS is scheduled for Sept. 4, 7:30 p.m., at the Convention Center in San Bernardino. To submit comments or receive a copy of the EIS, contact: Dick Crowe, Area Manager, Cima Resource Area Office, Bureau of Land Management, P.O. Box 305, Front St., Needles, CA 92363. Call 714/326-3896, extension 2857.

Rain on August 16 and 17 washed out attempts to run the Winston Pro Series Half Mile National at Cedar Rapids, IA. The rescheduled event now becomes part of a Labor Day weekend Winston Pro Series doubleheader with Hawkeye Downs Raceway in Cedar Rapids hosting the August 30, Saturday night National. The racing then moves to Topeka, Kansas, and the Sunflower Expo for the Sunday night running of the rescheduled Topeka Half Mile.

Darryl Kuenzer (KTM) topped Dick Burleson (Hus) by three points, 991 to 988, to take the overall win in the August 17 Jack Pine round of the AMA National Championship Enduro Series. Burleson took the AA division win with Terry Cunningham (Hus) taking High Point A honors in the Michigan run. Complete coverage next week.

The U.S. will be represented in the September 7 Trophee des Nations in France and the September 14 Motocross des Nations in England. Kent Howerton (Suz), Chuck Sun (Hon), Steve Wise (Hon) and Marty Moates (Yam) will represent America in the annual team challenge MX events. Suzuki's Mark Blackwell will serve as team manager.

According to *Australian Motorcycle News*, Honda will launch a turbocharged 500cc street bike at the Earls Court Show in England later this month. It was first thought the bike would be a turbocharged version of the CX500, but reports indicate it is an all new four-cylinder machine. Honda has reportedly aimed at producing 68 hp at 9,000 rpm to give the 500 the performance of a 750. It is said that Honda's main aim is not to produce a superfast road burner (although it will be fast) but to produce an engine that meets EPA requirements and gives increased fuel economy.

Patrick Pons, '79 F750 World Champion and '80 Daytona winner, died Aug. 12 as a result of a crash at the Aug. 10 British GP at Silverstone. Pons and Michel Rougerie went off the track together on the third lap; Rougerie sustained minor injuries; Pons was flown to a hospital in Northampton with severe head injuries. He died Tuesday evening without having regained conscionsness. Services were held Monday, Aug. 18 near Paris.

According to AMA's *ACTION* news letter, the Colorado Medical Society fell far short in its attempt to have the helmet law reinstated on the November ballot. They were able to collect only 45, 200 of the 62,234 required signatures. *ACTION* also notes that Colorado has spent less than one percent of its federal highway safety funds yearly on motorcycle safety since 1974.

HosPITal STOP: Kevin Ingalls, D-36 ISDT letter of intent rider, underwent surgery Aug. 1 to repair cartilage and ligament damage to his right knee suffered in a water skiing accident. Kevin will be in a cast for six weeks, then wear a brace; no riding until mid-1981. Shoot those get-well wishes off to Kevin at #1 Madera Lake, Orinda, CA 94563.

Two new dates — Sept. 12 and 26 — have been scheduled for the California Superbike School at Riverside; plus there's also a possibility of a Nov. date at Laguna Seca.

Washington's Six Pence M.C., who donated $2500 to the AMA's ISDT Support Fund and thus have a U.S. club team carrying their name in France (Terry Cunningham, Steve Van Watermeulen and Bruce Ogilvie), will be providing T-shrits and jackets to their riders and T-shirts to the rest of the 40-man American squad. And as of Aug. 18, they'll have similar T-shirts for sale to the public. Send $5.95 per T-shirt (S-M-L-XL) plus 55¢ postage and handling to Six Pence M.C., P.O. Box 272, Puyallup, WA 98371.

Dennis Cox of *Motocross Action* Magazine is trying to arrange a "CZ class" day at a Saddleback Saturday Motocross event in September. So if you're interested, and have one of the old scoots lying around, give Cox a call at 213/981-2317.

The Bureau of Land Management has released a Draft Environmental Impact Statement for a proposed 235-mile Johnson Valley to Parker hare and hound put on by the Checkers M.C. No specific date — other than either in October or November — is listed. A limited number of copies are available from the BLM, 1695 Spruce St., Riverside, CA 92507, or you can review it at the BLM's Riverside, Barstow and Needles offices. A public meeting on the subject is planned for the first week in September.

Art Friedman has replaced Dale Boller as the editor of *Motorcyclist Magazine*, according to the Petersen motorcycle book's publisher Dick Lague. C.D. Bohon is the Executive Editor, and Joe Minton will become the Technical Editor, effective Sept. 1. Other staff positions are unchanged.

Motorcycle jumper Gary Wells is doing well on prime time TV. Check his act on Sept. 8 when he attempts the Ceasar's Palace fountain jump live for *That's Incredible!* Then dial-in the tube on Sept. 13 when *Sports Spectacular* broadcasts Wells' jump at Toronto.

George Smith of S&S Cycle died at age 58 from a heart attack while on vacation. C&S Cycle is best known for their high performance Harley-Davidson equipment with George Smith playing a major role in the 1970 Land Speed Record-setting Harley-Davidson streamliner.

A variety of issues and concerns relating to National Forests in southern California will be discussed at a National Forest System Advisory Committee meeting at Lake Arrowhead in San Bernardino County, Aug. 21-23. The meeting will be open to the public. The Committee, comprised of 12 members from a broad spectrum of geographic and interest areas, advises the Secretary of Agriculture and the Forest Service on National Forest planning and management nationwide. Meeting attendees, including interested members of the public, will depart from the Ontario Holiday Inn at 7:30 a.m., Aug. 21, on a field trip to the San Bernardino National Forest to view examples of natural resource management activities and interjurisdictional cooperation. On Aug. 22 and the morning of Aug. 23, the Committee will meet at 9 a.m. at the Residential Conference Center of the University of California at Lake Arrowhead. Subjects to be discussed include interagency cooperation, land and resource planning, and the Roadless Area Review and Evaluation (RARE II). Persons wishing to attend and/or present oral statements should contact the Committee Executive Secretary, Floyd J. Marita, Forest Service, USDA, P.O. Box 2417, Room 3021-S, Washington, DC 20013; 202/447-6341. Written statements may be filed with the Committee before or after the meeting.

Coming Sept. 1-5 to the Saddleback Park hills and tracks will be Russ Darnell and his traveling motocross school. Darnell's schools emphasize control and technique and are a must for the MXer who wants to polish and refine his skills. ●

Among the trick mini-racers at the NMA Ponca City National Championship event was this Uni-Trak KX80. The '81 pre-production prototype features nine inches of travel on both ends, weighs in at 135 lbs., breathes through a new smoothbore-type carburetor and has redesigned cases with a very close countershaft-to-swingarm-pivot dimension.

California Capitol Confidential

Did you ever wonder how the Sierra Club and other organizations of their ilk are able to be present in such numbers at every hearing, meeting or gathering where our future is at stake? It has been something of a curiosity to us how a small minority of fanatics is able to maintain the level of representation which they so often display.

Recently it has become more and more evident that *we* are financing a large portion of this representation against our interests. That's right! You and I are paying some of the bill for these fanatics to rant and rave about the "rape of the desert."

An interesting article appeared in the *Contra Costa Times* last Aug. 11, which documents some of the methods used by the Sierra Club and others to obtain tax dollars to try to enforce upon all of us their own particular brand of utopia. According to this article, the Environmental Protection Agency in Washington contracted with the State's Air Resources Board to provide a public information program on the evils of air pollution. Fine so far; the dissemination of this type of information seems somewhat legitimate in light of the mission of the two tax-supported agencies. However, it begins to get a little shadier after we learn that the California Air Resources Board then proceeded to contract with the Sierra Club and the Lung Association to "spread the word" for them. We don't know what particular qualifications these two organizations have in the field of public relations, but they got the contracts.

How these two organizations spent their share of the money is perhaps the most interesting part of this tale. Did they mount a massive multi-media advertising campaign? Apparently not. What they did was send a steady barrage of lobbyists to Sacramento to lobby for a mandatory motor vehicle inspection program. Together their contracts amounted to something like $325,000 out of which they paid their representatives to twist arms of the legislators to pass a law which will require you and I to pay to have someone make sure all of our smog equipment is working once a year.

We have long suspected that a large number of our tax dollars are being misspent when we see "representatives" of the University of California and the U.S. Geological Survey and others publicly bemoaning the so-called destruction of the deserts and forests by motorcycles. However, with the award of these public dollars being spent to pay for an organization such as the Sierra Club to lobby their particular point of view, we have seen a new low.

We are not the only ones who have been outraged by this malappropriation of public funds. Assemblyman Dan Boatright from Concord, CA, has publicly announced that he is asking the Attorney General of the state to fully investigate this incident, and to make criminal prosecutions as necessary.

It looks like the 1980s might hold some pretty rough times for the Sierra Clubbers and their friends. If Boatright is successful in getting a few of the leaders convicted of criminal activity, and maybe even do a little time for their sins, they will be a little more careful and resonable.

Last week the Phantom Duck announced that he was attacking on another front. The "Mighty Mallard" is suing the BLM, the Sierra Club and others for personal prejudice. The BLM spent an unknown amount of public funds to prosecute the Duck in the federal court and who knows how much additional tax money to run a media campaign to publicly defame him as a "criminal." Well, as we all know the Duck ended up on top; he was cleared of any wrongdoing.

Now some people would let it die there. Fortunately for us, The Phantom Duck is not some people. Louie, it seems, heard of an event which the Sierra Club was holding in the desert. They had advertised that they were going to go sniff the posies, or what ever it is that they do out there. They were also going to use vehicles, and *charge money* for this event. Well, after having been dragged through the courts for alledgedly holding an unauthorized event in the desert, the Duck became pretty familiar with the BLM's requirements for this type of event. When he checked and no one could produce the Special Land Use Permit for the event — let alone the Environmental Impact Statement — he began to wonder whether the Bureau plays favorites. When it turned out that the BLM must have been aware of the event (one of the key BLM officials was along as a non-paying guest), the Duck got all of his documentation together and filed suit for personal prejudice.

It looks like the Sierra Club, the BLM and others like them are going to find out that desert riders have civil rights too. More importantly, we are learning how to protect them, and if a Federal official tries to use his position to take those rights away from us, he's going to jail.

As off-roaders, we have attended hearings, written letters, compromised, filed applications, paid fees, rehabilitated the lands, cooperated until we are blue in the face. Now some are trying a new tactic, it's called attack. We are a majority who has been mistreated, we have been pushed until our backs are to the wall. Maybe those days are over, if the bureaucrats discover that if they act illegally, we will prosecute, we can carry the sting that may be necessary to get reasonable decisions out of them.

And while we are attempting to elicit some reasonable decisions, we should again turn our attention to what is perhaps our immediate problem: the Desert Plan. In about a week, the final plan will be on its way to the printer, AMA, CORVA, and some others are trying to see to it that off road riders have every opportunity to fully participate in the final comment process.

That's right! One more "get out the cards and letters" session. I know it seems like a non-productive exercise at times, but these letters are important. If only to set up a stronger case if we have to drag them into the courts for ignoring us.

We don't have much of a case if you don't write your letter.

By the last week of September, the final plans will be in the mail. We have 30 days to figure out what they say and then to get our comments back to BLM. Chuck Hollingsworth, President of the Ventura Ridge Riders Trail M.C. and a muckey-muck in CORVA, has put together a meeting with the BLM on the last Saturday in September, the 27th, to give us a sort of advance presentation of what is in the plan. The meeting will be a joint affair between CORVA, AMA and anyone else who is interested. The purpose is to get as many people as possible informed about what is in this plan as early as possible. Hopefully, this will assist in getting the written comments within the 30-day period. If you are interested in riding the Desert in the future, it might be a good idea to show up. The meeting will start at 10 a.m. and will be held in Duarte (near the 605 and 210 freeways) at the VFW hall at 1664 E. Huntington Drive. Lunch will be served. Call Chuck for details at 805/646-6515. ●

C. N. Deepthroat

Washington, DisClosed

Sagebrush Rebellion: Two bills in the hopper

The seeds of rebellion are being planted and nutured throughout the West. Just as the country was founded on rebellion, the growing rift between the federal government and Western states over land use is brewing what has been termed the Sagebrush Rebellion. Vast areas of the West are controlled by the Bureau of Land Management within the United States Department of the Interior. The BLM, in essence, locks up the land for various reasons — usually environmental — and prevents the states from getting any use out of it. This action concerns ranchers, miners, loggers and off-road motorcyclists.

Thus, the Sagebrush Rebellion. Western states are beginning to fight for what they feel is their innate right to control land within their boundaries. And as the federal government continues to lock-up more land through legislation which places vast treks under laws governing wilderness, national forest and desert regions, the states lose that much more for development and recreation usage. For by most accounts, a state will allow more land to be used rather than have it lie idle.

This is a states' rights issue in the most classic sense. Rebellion advocates cite Constitutional and early congressional quarantees that all states in the union would be equal. They say that federal management of great amounts of land in Western states (two-thirds of Idaho is owned by the feds) gives the states less power over their destinies than Eastern states have.

State legislatures in New Mexico, Arizona, Utah, Colorado, Wyoming, Idaho, Nevada and California have taken the matter into their own hands — or at least, attemped to. Bills supporting the Sagebrush Rebellion are making their way through these state legislatures while Nevada and Arizona (*and now California...Editor.*) have actually passed such legislation.

However, the federal government ignored the meaning behind the Nevada and Arizona statutes. Last spring, the Interior Department invited Nevada to accept its challenge to litigate its Sagebrush Rebellion claims in court. The state declined the invitation, saying it was not the time to litigate the validity of its law which says Nevada and not the BLM owns lands within the state.

"We think their legal claim to ownership of BLM land is flimsy," said Interior Secretary Cecil Andrus at the time. "Until they persuade the Supreme Court they are right, we will continue as custodian and manager of the lands."

Because of this type of thinking on the part of the federal government, any action by state legislatures at this time remains symbolic. A BLM official explained that when the Western states joined the union, they accepted in their constitutions language which relinguished certain land to the federal government. And the BLM has no intention of granting that land back — regardless of the premise that changing times bring on changing needs.

While the states may not be having much luck dealing with federal laws through their own legislatures, certain members of the United States Senate and House of Representatives believe they have a better chance. Presently two bills are in the congressional hopper which, if passed, would achieve the same ends the Western state legislatures adhere. Sen. Orin Hatch (R-Utah) and Rep. James Santini (D-Nev.) both have introduced legislation that would turn federally owned land over to the states. These bills, S. 1680 and H.R. 7837, deserve the full support of the motorcycling community. Hatch's bill is in the Senate Energy and Natural Resources Committee and Santini's measure in the House Interior and Insular Affairs' Subcommittee on Public Lands. No hearings have been held for either. Write your senators and representatives and tell them to push for the passage of these bills.

Remember, as the federal government continues to exert control over Western lands, areas for recreation will soon dry up. And there is no reason to believe BLM will back off. The next *Washington DisClosed* will drive this point home by examining the California wilderness bill, which may have been passed by the full House by time you read this column.

Jim Zoia

Motorcycle drill team, Les Motesses, will soon be performing in the U.S.

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ON THE FRONT PAGE: Women's National MX Champion Dede Cates, sometimes known as "Elbows," has her elbows full with champagne and trophies from her win at Carlsbad over the weekend. Photo by Mark Kariya.

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VOICES

El Mirage a BLM park?

You asked for it — you got it! The future has unfortunately been foretold. A recent article appeared in the Victor Valley *Daily Press* that dealt with the all-knowing, all-seeing BLM ranger. He was made out to be a good guy, a hard working soul that patrols 700,000 acres of open desert by himself, Jeramiah Johnson style. Rough and tough! Yes, we are talking about the same type of ranger that drives a $25,000 van with mag wheels, that you and I have bought and paid for. It would seem from the article that the BLM would like to fence the entire El Mirage Dry Lake area — the ranger describes it as "the ugliest part of his patrol range" — and charge admission to ride motorcycles and fly airplanes on the lake bed. I for one do not consider El Mirage ugly.

Besides fencing the entire El Mirage area, they are also considering discing the camping areas and seeding them. Camping would be permitted only at established fire pits and sections of the lake bed would be set aside for specific sports like motorcycling or flying model airplanes. The lake bed would be closed during the wet months and would make for a safer surface, according to the BLM. Off-road vehicles would be kept off the main road and an entry gate would be installed where rangers could explain the park rules to each visitor and check off-road equipment for safety. I would assume they are planning to install permanent sanitation facilities and so forth, you know, a standard park. Spare us the baseball diamond, please.

The whole idea sounds sickeningly stupid to me, but then what else could you expect from a government agency that is trying to build itself into a monster. I cannot imagine an organization considering fencing the second busiest recreation center in the California desert and trying to turn it into a park that would collect exorbitant fees for something that is currently a freebie, something that should remain a freebie. People come to the desert from all over California to escape the pressures and pace of the city. They come to the desert to get away from the pressures and hassles from police and park rangers breathing down their back. To convert such a large and heavily used area into some form of park would go against everything people come to the desert for. If they want a park they should go down the street at home!

A few friends giggled when I walked about tons of rangers and U2 surveillance planes dogging off-road enthusiasts some months ago. It all becomes a little clearer now. The BLM may be considering going right to the off-roaders' heart, if you will, in fencing off the El Mirage area. Now is the time to make your feelings known to both the BLM and the Desert Advisory Committee. Write them a letter, carbon copy them to your federal and state legislators. The longer we wait, the closer a fenced off El Mirage area becomes. If they can take El Mirage away from us, there is nothing they cannot do.

SON OF DESERT DUCK
Quack!Quack!

Thanks for the help at Boot Hill

Hats off and an extremely well done to Shirt Jazz, and Sportcycles, Ltd., both of Reno, and a host of others for making possible the First Annual Boot Hill Motocross on August 10th at Virginia City, NV. All proceeds will go to the Muscular Dystrophy Association.

Notable riders lending support were KTM's Bob Balentine and none other than Bob Hannah. Hannah won his class (naturally) and donated the purse back to the MDA Fund.

Not only will the proceeds benefit an important cause, but all their efforts will improve the motorcyclists' image to the general public.

DAVE AUNKST
Reno, NV

Ridge Runners support CMDA efforts

The Ridge Runners Motorcycle Club would like to thank all the riders and spectators who attended our July 13 motocross in Watsonville, CA. The event was very successful and we raised a good sum of money for the CMDA.

The race was held to help support the California Motorcycle Dealers Association's motorcycle park program through which the CMDA has helped open a number of OHV parks in various counties in California. The program helps local governments obtain "green sticker" money and gives them guidance and assistance in using it.

The Ridge Runners realize that nobody is going to just give us a motorcycle park, even though there is money available. It is only through efforts like the CMDA's that any parks will be built. We as a club want to do what we can to get more riding land so we donated the profits from one of our events to the CMDA's program.

The park project which the CMDA has undertaken is an expensive one, financed mainly from the dealer members' dues. What our club did will definitely help but there is always a need for more. The Ridge Runners think the other clubs and promoters ought to get off their butts and help too. Contact the CMDA and put on a benefit event. After all, motorcycles support us, why not do something to support them?

We thank the CMDA for undertaking this project and wish them continued success. The Ridge Runners will be doing what we can to support this program in the future and encourage other clubs and promoters to do the same.

RIDGE RUNNERS M.C.
Santa Cruz, CA

Where was everybody?

At Kernville, August 6, 1980, Congressman Bill Thomas (R-CA) had just returned from an extensive four-day trip into the Kern Plateau area (Kennedy Meadows, Troy Meadows, Fish Creek, Monache Meadows, etc.). Some of you dirt riders may be acquainted with these areas.

It seems that Phil Burton (D-CA) has pushed through his and the preservationists' view of what the South Sierra should be like — all wilderness! Any of you who regularly ride in this unique and fantastic area know that three years ago we lost over 100 miles of trails, and major loops were cut off and made into the Golden Trout Wilderness and other wilderness areas. Well, Bill Thomas and some concerned people feel that the arbitrary boundaries that someone in Washington, DC, plops on the map should be investigated first hand. After Bill had investigated this area, a meeting was held on August 6 at 2:00 p.m. at the Kernville Chamber of Commerce. Ranchers, miners, skiers, Audubon Society and, of course, Sierra Club representatives were represented. Four wheelers, motorcycle interests, AMA, Districts 36 and 37 must not be interested — there were only two concerned family groups trying to represent the dirt bike interests.

Bill Thomas listened — at least he is trying to be fair and hear all sides, but he needs your input! Monache Meadows, Jackass Peak Area, Rock House Basin and other local areas were being put into a further wilderness study area.

Write letters, go to these meetings, join the National Outdoor Coalition, but be involved!

We are about to lose the little we still have. The desert is great in the winter, but the mountains are better in the summer. Let's keep them.

DON LEWIS
Monterey Park, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

WHAT'S OVER SIX FEET TALL, YELLOW, AND FLIES INDOORS?

MIKE BELL: 1980 SUPERCROSS CHAMPION.

For a tall guy, Mike Bell sure made short work of this year's AMA Supercross Series.

In the first day of racing at JFK Stadium in Philly, Mike locked up another one of his spectacular first place wins. The same way he did five other times throughout the season. By turning in 45-second lap times. Taking jumps in sets of two. And taking the checkers a full nine seconds ahead of the next rider.

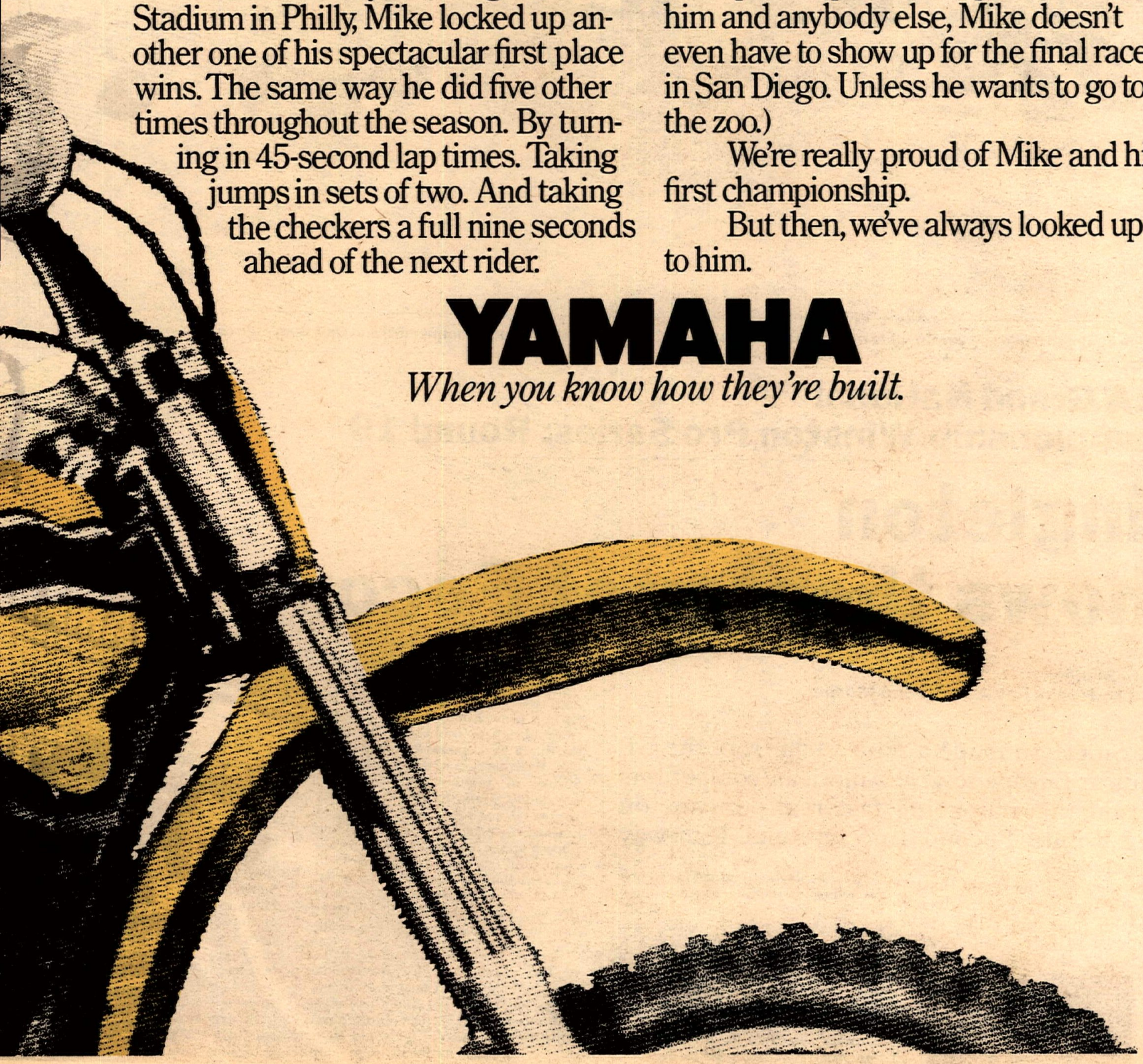
By the end of the second day, Mike and his Dave Osterman-tuned YZ250 had locked up the entire series championship. (With 43 points between him and anybody else, Mike doesn't even have to show up for the final race in San Diego. Unless he wants to go to the zoo.)

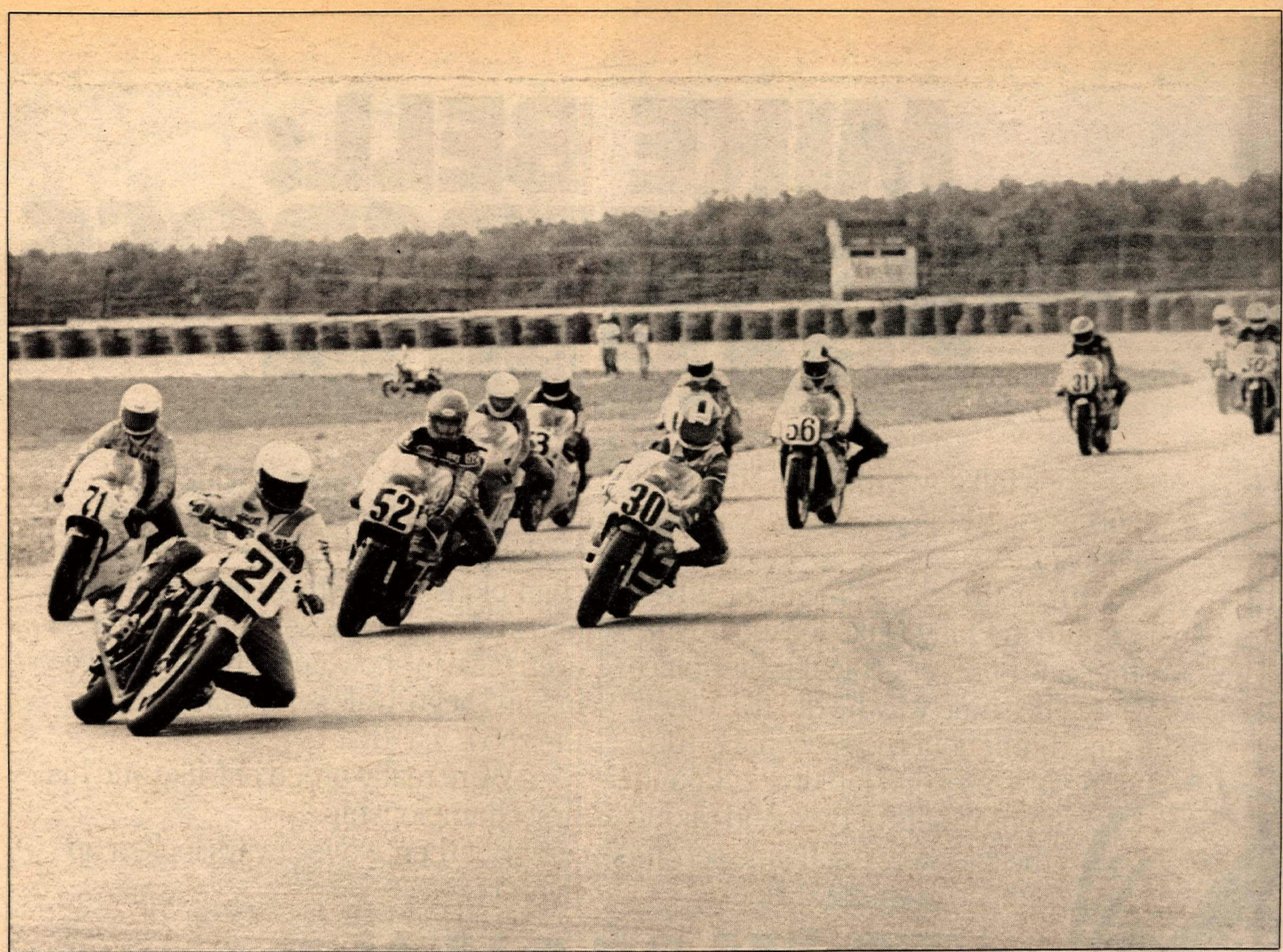
We're really proud of Mike and his first championship.

But then, we've always looked up to him.

YAMAHA

When you know how they're built.





Superbike-mounted Eddie Lawson (21) gets the Formula One holeshot. Cory Ruppelt (71), Bruce Hammer (52) and Dale Singleton (30) provide the pursuit.

AMA Grand National Championship/Winston Pro Series: Round 19

Singleton shows the way at Pocono

By Tom Mueller
Photos by Henny Ray Abrams and Mueller

POCONO, PA, AUG. 16

Dale Singleton made a return trip from the GP circuit in Europe to give American competitors a lesson in what going fast really means on the 2.8-mile Pocono International Raceway course at the Winston Cycle Jam. Singleton left no doubt that his rookie season in Europe has refined his road race skills. He controlled the 27 lap, 75.6-mile final, and pulled an ever increasing lead to the finish line.

"I really feel good. After being overseas so long and having to play second fiddle, it's good to be home," said Singleton amidst cheers in winner's circle.

Rich Schlachter earned a second place finish in the final after out-dueling the hottest rider of the weekend, Eddie Lawson. The two staged a race long two-stroke versus four-stroke battle. Schlachter on a Yamaha TZ750 and Lawson on a factory Kawasaki prepared Superbike. Lawson won both the Superbike and Expert Lightweight races, so when it came time for the Formula One final he already had a bunch of track time under his belt.

Some notable contenders found their way to Pocono, but not to the final's starting grid. Former National Champ Gene Romero didn't ride because of a bent frame that impaired the Busch Beer-sponsored bike's handling. Wes Cooley crashed his Yoshimura Suzuki in practice and made it unridable. Mark Jones went into a corner too hard in his heat race and crashed his bike into flames, sending himself to the Pocono Hospital with a compound fracture of the lower right leg, contusions to his chest and internal injuries. Gina Bovaird was a spectator due to a crash at the Suzuka 8-Hour race in Japan that injured her hand.

Freddie Spencer didn't make it, as he had planned to ride his Honda Superbike in the National and limped acorss the line in the Superbike race with an oil leak. Spencer would have gridded in the back if he would have ran, as electrical problems kept him from running his heat race. Spencer had contracted with Honda to run his Yamaha TZ750 in only the Daytona 200 and Laguna Seca National, so he didn't have that bike along.

Sunny skies and one of the best crowds in years brought the final into lap one. Ted Boody was left in the starting area, frantically trying to get his bike started. Kawasaki's Lawson took the holeshot — four-stroke style — with Schlachter and Singleton in tow.

By lap two Singleton had the lead for good as Microlon-sponsored Schlachter, Lawson, Kal-Gard's Bruce Hammer, Cory Ruppelt and Kevin Stafford followed. On lap four Ruppelt moved on Hammer and despite a mono-shock problem, was pacing with the leaders. Stafford and Harry Klinzman locked into battle with Klinzmann winning out for sixth behind Hammer.

By lap seven Singleton held a 7.5 second lead. Lawson was closing on Schlachter and behind Ruppelt and

Returning from overseas GP action, Dale "The Georgia Pig Farmer" Singleton copped the win in his second National of the season.

Hammer, a Klinzmann/Stafford/John Bettencourt/David Emde dice was setting up.

On the next lap Stafford dropped out, and on lap nine Ruppelt went out while holding his best National position ever. He slid out, lost 30 seconds, and then the bike seized when he got going again.

Singleton was showing how tough the competition in Europe was and what it had done for him — he was pulling away. By lap 10 Schlachter and Lawson were at it, never more than a few yards apart for the next 11 laps. Lawson's game was in the corners, while Schlachter had the horsepower straights under control.

On lap 14 the Klinzmann/Emde/Bettencourt battle broke up and the trip spread out with Frank McTaggart and Rich Chambers behind. Chambers took a line past McTaggart on lap 16 for eighth. On lap 17 both Chambers and McTaggart got past Bettencourt.

Lap 18 saw Schlachter and Lawson hang it out, both riding the fine line. Lawson highlighted the scuffle when at one time he took a slight curve with the front wheel in the air, using body English to maneuver. Back markers got in the way, eventually, and the dice came to a close with Schlachter getting a bit of breathing room. During the fight they had 45 seconds on fourth place Hammer.

The last few laps of the event saw Chambers and Klinzmann go at it for sixth, and Klinzmann won out. Singleton crossed the line followed by Schlachter, Lawson, Hammer, Emde, Klinzmann, Chambers, McTaggart and Bettencourt. Singleton had lapped up to Bettencourt at the finish of the race, which had fielded 32 riders.

"This was my second National this year," the Georgia rider drawled in winner's circle. "Believe me, it's harder than an afternoon ride in the Pocono Mountains. I just read my lap board signals (given by his brother Toot) and felt comfortable — and then it was sort of like a ride in the mountains. I don't just want to be the best in America, though, I want to be the best in the world!

"Thanks to Beaulieu Carpets of America for their support, Arai helmets, and of course Taylor White. He is the one who brought my career to this rocketing point. He's the reason for all of this," said "Pig Farmer" Singleton.

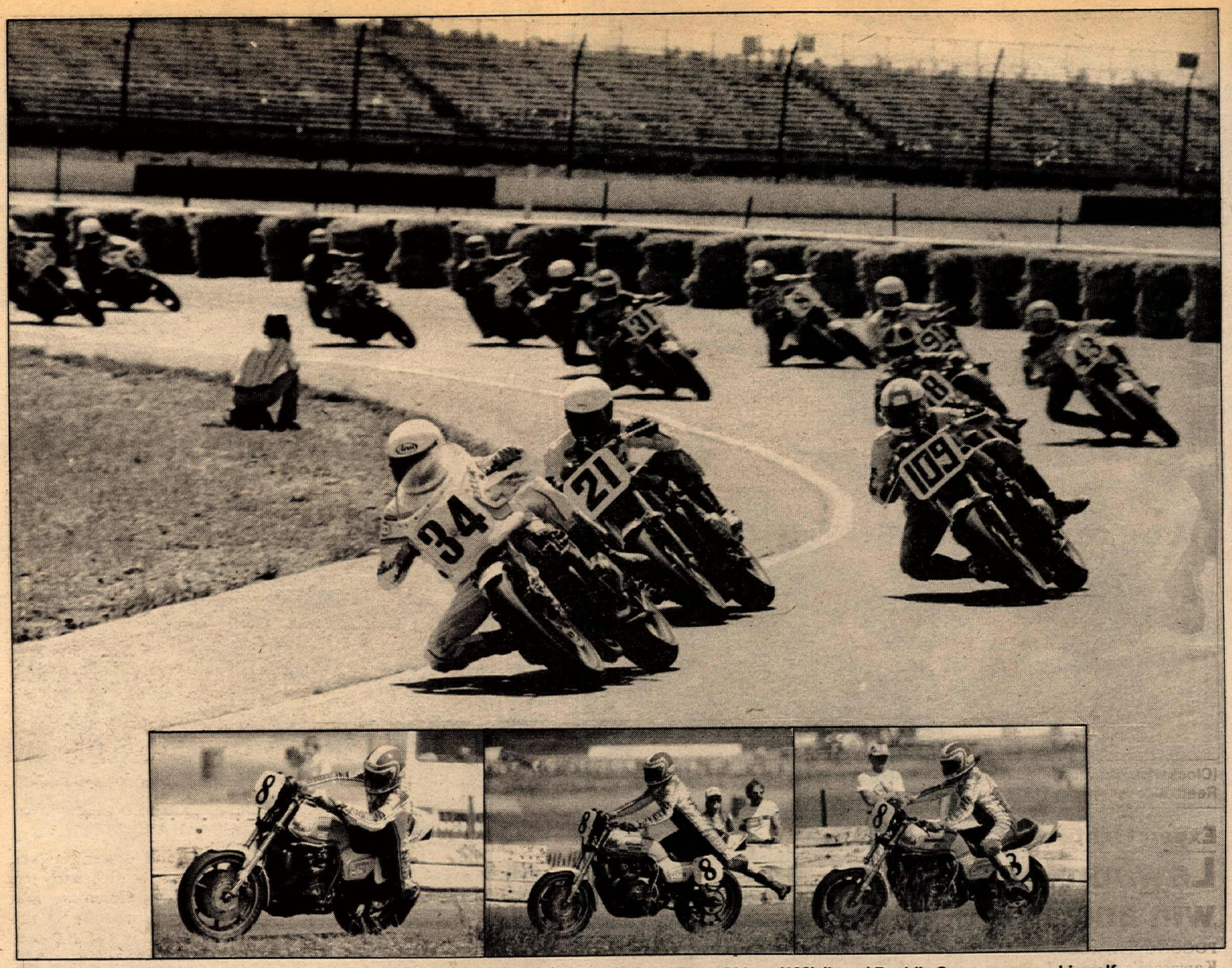
Eddie was riding the wheels off his bike," said Schlachter. "He was giving me pressure, but I just mellowed out. That helped me hold on. Microlon backed me 100 percent this year, along with Castrol and Arai." Schlachter locked up the National road race title a week before at Laguna Seca.

"Steve Johnson built me a rocketship, what more can I say. Thanks once again to Kawasaki for all of this," said Lawson.

Results

NATIONAL: 1. Dale Singleton (Yam); 2. Rich Schlachter (Yam); 3. Eddie Lawson (Kaw); 4. Bruce Hammer (Yam); 5. David Emde (Yam); 6. Harry Klinzmann (Yam); 7. Rich Chambers (Yam); 8. Frank McTaggart (Yam); 9. John Bettencourt (Yam); 10. Hap Eaton (Yam); 11. Bruce Patterson (Yam); 12. Kurt Lenz (Yam); 13. James Adamo (Yam); 14. Bruce Lind (Yam); 15. John Samways (Yam).
TIME: 47 min., 4.636 sec.
AVERAGE SPEED: 96.352 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Hank Scott (120); 2. Randy Goss (118); 3. Ricky Graham (105); 4. Mike Kidd (95); 5. (TIE) Steve Morehead/Rich Schlachter (85); 7. Scott Parker (81); 8. Gary Scott (77); 9. (TIE) Scott Pearson/Billy Labrie/Alex Jorgensen (73); 12. Steve Eklund (57); 13. Ted Boody (54); 14. Kenny Roberts (53); 15. Ronnie Jones (52); 16. Mickey Fay (49); 17. Bruce Hammer (46); 18. Jay Springsteen (43); 19. Corky Keener (38); 20. Nicky Richichi (37).



(Above) Wes Cooley gets the jump on the Superbike field over Eddie Lawson (21) and Dave Aldana (109). (Inset) Freddie Spencer scares himself.

Superbike

Lawson takes Spencer in Pocono showdown

POCONO, PA, AUG. 17

Kawasaki's Eddie Lawson and Honda's Freddie Spencer ran 1-2 in Pocono's Superbike final, followed to the finish line by new Honda team member Mike Baldwin. Lawson displaced points leader Wes Cooley, who fell into a tie for third with David Aldana after Cooley's bike DNF. Spencer, formerly tied with Aldana for third in the standings, brought himself into second in the standings, now 10 points behind Lawson, with eight of 10 rounds run.

Baldwin had been away from the road race scene for 14 months after a heavy crash in June of last year at Loudon. He was back at it with a fast-paced ride on a Team Honda mount.

"It's fine," said Baldwin concerning his leg which was severely broken in the Loudon crash. "I've been riding my dirt bike and water skiing the last four months. I don't know if I could ride a whole GP race, but for Superbikes I'm fine."

Baldwin landed his berth with the Team Honda effort after team member Ron Pierce crashed at the Suzuka 8-Hour Endurance race and injured his back. Pierce will be out the remainder of the season.

"Sure I was looking for a ride," Baldwin said of his factory slot. "I called up Honda and they said sure. They built a whole new bike for me, but due to unfortunate electrical problems I won't be riding it. I'm riding one of Honda's spare bikes today."

Yoshimura Suzuki-mounted Wes Cooley, Lawson and Kawasaki's David Aldana ran into turn one together. By lap two Aldana had moved to second with Lawson and Spencer tailing. Spencer had to come from the back, as he DNF his heat race due to electrical failure. Honda supported Roberto Pietri and Baldwin followed.

Soon Fast Freddie had used his usual rear wheel sliding tactics to inherit second. On lap four he found his line around Cooley to take over the lead. Lawson and Aldana followed closely with Pietri, Baldwin, Racecrafter's-sponsored Harry Klinzmann and GSM/Kal-Gard-sponsored Chuck Parme a ways back.

Through lap six Spencer, Cooley and Lawson were tight. Aldana had fallen out of the front-runners' hunt after slipping off the track. He picked up in eighth.

Spencer pulled out of the trio on lap seven and started building a lead. Lawson inched ahead of Cooley, and Baldwin had taken Pietri for fourth.

Then on lap nine Cooley didn't come around. Spencer had a 3.3 second lead over Lawson, and from there it was 25 seconds to a cluster consisting of Baldwin, Pietri and Klinzmann. Parme and Aldana followed.

On lap 11 Spencer decided to wrap up the win and started berserking a path around the 2.8-mile course, wanting the lead securely in his grasp by the 15th lap when the checkered came out. But the next time around Spencer was dog-paddling through the tight turns and looking down at the left side of his motor. Lawson caught up and passed the leader on lap 14 and took off with a healthy lead.

Baldwin had removed himself from the battle with Klinzmann and Pietri and went ahead of the two. Klinzmann passed Pietri, but Pietri took the position back and held it where it counted — at the finish line.

Lawson crossed the line with an ecstatic fist shaking attitude. Spencer came across a cautious second a long ways back and the Baldwin/Pietri/Klinzmann cluster had bunched up again and came across in that order. Aldana followed the trio.

The ride did two things for Lawson: Put him back in the Superbike points lead with two rounds remaining and also gave him a new track record — 26 minutes, 24.767 seconds.

"They were giving Freddie signals to go faster, and then he started slipping," said a pale and tired Lawson in the pits. He had had only moments to rest between the Superbike race and the Expert Lightweight race which preceeded it. "I just stayed smooth and I got him on the backside. Staying smooth is what did it."

"I don't know what the problem was," said Spencer. "In the hairpin I had to use second gear. It was a good race, though." When asked why he was glancing at his engine late in the race, Spencer replied, "Yeah, there was oil down there."

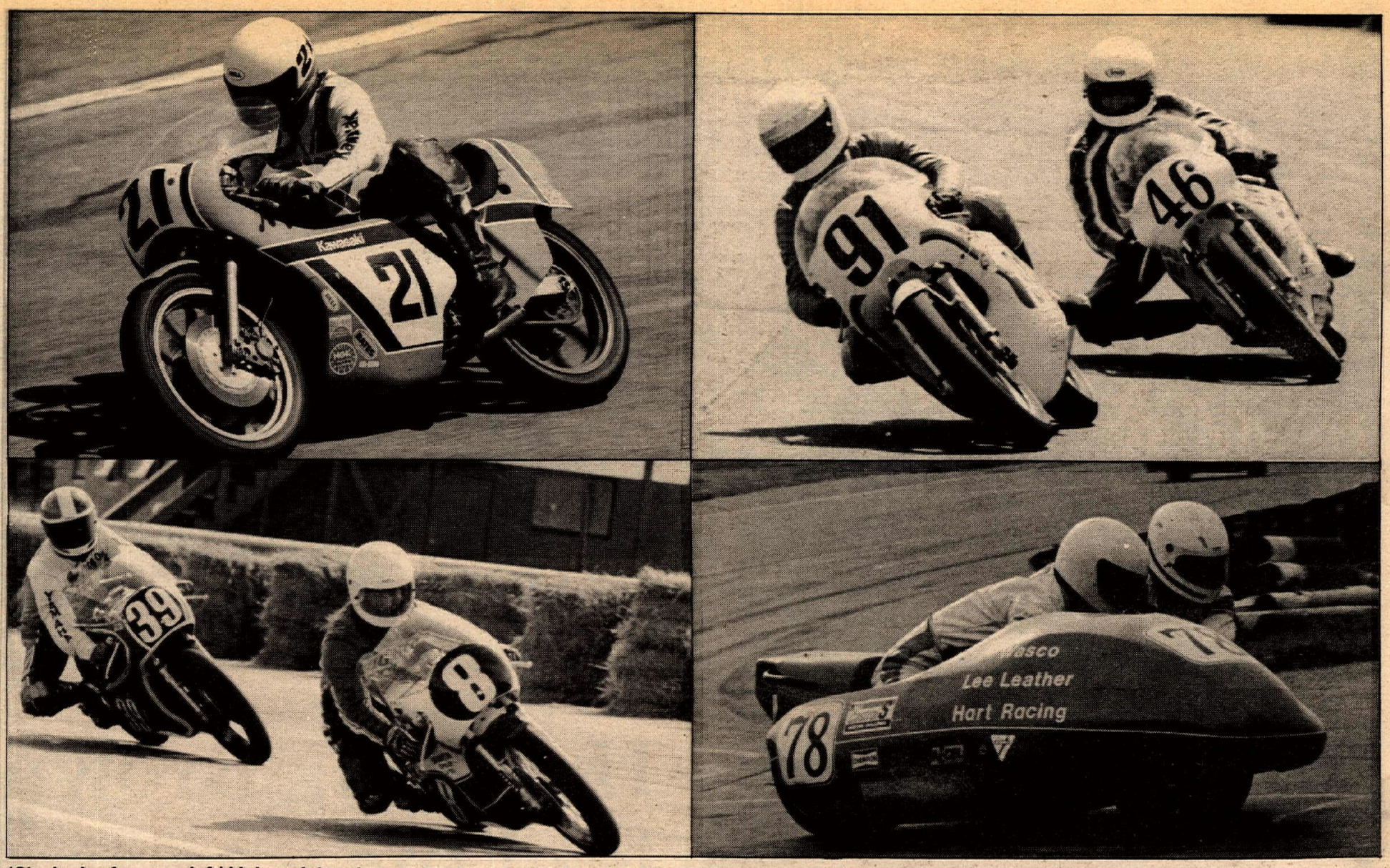
"It just feels good to be back racing," said Baldwin. "I knew Roberto was behind me. I didn't look back until the last lap, and he was there. Superbikes have become a strong class with strong riders — I'll be happy to ride it next year."

Cooley was back at his pits, looking a bit depressed. "The first lap I could hear it. The second lap I was skidding so I knew I was throwing oil. The third lap it seized, dropping rpm's. It was a valve or something," said Vetter-sponsored Cooley.

Results

SUPERBIKE: 1. Eddie Lawson (Kaw); 2. Freddie Spencer (Hon); 3. Mike Baldwin (Hon); 4. Roberto Pietri (Hon); 5. Harry Klinzmann (Kaw); 6. David Aldana (Kaw); 7. Chuck Parme (Kaw); 8. James Adamo (Duc); 9. Kurt Liebman (Hon); 10. Rusty Sharp (Suz); 11. Joe Patton (Hon); 12. Rich Chambers (Hon); 13. Larry Shorts (Hon); 14. Doug Lantz (Duc); 15. Geoffrey Hoffman (Kaw).
TIME: 26 min., 24.767 sec.
AVERAGE SPEED: 95.408 mph.

SUPERBIKE POINT STANDINGS: 1. Eddie Lawson (105); 2. Freddie Spencer (95); 3. (TIE) David Aldana/Wes Cooley (88); 5. Ron Pierce (53); 6. Roberto Pietri (51); 7. Chuck Parme (44); 8. James Adamo (42); 9. (TIE) Rich Chambers/Joe Patton (26).



(Clockwise from top left) Lightweight winner Eddie Lawson. Lightweights Craig Morris (91) and Dan Chivington. Novice winner Keith Kiyota (8) and David Reed. Sidecar winners Lind/Hart.

Expert Lightweight

Lawson lands win and title

POCONO, PA, AUG. 17

Kawasaki's Eddie Lawson and privateers Dan Chivington and Craig Morris ran 1-2-3 in the 18-lap, 50.4-mile Expert Lightweight final. Lawson, the only rider in the field not Yamaha-mounted, took the lead on the third lap and was never headed. The win also gave Lawson the Expert Lightweight title for the now concluded 1980 National road race season. Only Pro-Am rounds at Road Atlanta and Daytona remain on the AMA road race calendar.

Two riders who could have been front runners didn't compete. Rusty Sharp didn't come to Pocono, and Rich Schlachter blew up his engine the day before in practice. All of the odds weren't in Lawson's favor, however. Lawson failed to attend the riders' meeting on Saturday, and wasn't aware that riders weren't supposed to take a cool-off lap after their heat race. Lawson did so after winning his heat and was penalized a lap, putting him at the back of the grid in the final. Lawson was the first rider to show for the riders' meeting Sunday.

Dan Chivington led Bruce Maus, Steve Arnold, Lawsona and Craig Morris into corner one at the start, but Lawson worked to third on the back straight. The next time around Lawson took the lead in tight corner number two. He was never headed again.

Chivington held second and Morris disputed third with Maus before pullinf ahead on lap four. Doug Brauneck, Steve Arnold and James Woosley followed.

By lap seven Lawson was lapping back markers and Morris had retaken second from Chivington. The two went at it for three laps and Chivington then repassed for second. A good distance back was Maus and then Brauneck.

On lap 15 fifth place rider Woosley pulled off in turn two with engine problems. In sixth, seventh and eighth ran Jan Jolles, Gary Penfield and Jeff Umrysz. One lap later Umrysz got Penfield for seventh.

Lawson pulled an ever-increasing lead and as he came down the front straight for the final time his pit crew signaled "#21 — National Champ."

"I'd like to thank Kawasaki and Steve Johnson, who tuned the bike. Without Steve it wouldn't have been possible," said Lawson as he gave Johnson a champagne shower.

"I couldn't stay with him. I tried, but it was too tough," said runnerup Chivington.

Results

LIGHTWEIGHT EXPERT
1. Eddie Lawson (Kaw); 2. Dan Chivington (Yam); 3. Craig Morris (Yam); 4. Bruce Maus (Yam); 5. Doug Brauneck (Yam); 6. Jan Jolles (Yam); 7. Gary Penfield (Yam); 8. Jeff Umrysz (Yam); 9. Steve Baron (Yam); 10. Jerry Krasser (Yam); 11. Thomas Hopey (Yam); 12. Warren Fearon (Yam); 13. Michael Landrum (Yam); 14. Francesco Fabiano (Yam); 15. Errol TenPow (Yam).
WINNERS TIME: 33:33.818 *track record.
AVERAGE SPEED: 90.098.

Novice

Kiyota cops win

POCONO, PA, AUG. 17

Keith Kiyota used the last straightaway to draft David Reed and win Pocono's 15 lap Novice final. Kiyota led all but two laps of the event, which gridded 44 riders. Following Reed to the winner's circle was third,place finisher Gary Maslanka.

Kiyota led Gregg Smrz, Bobby Behel and Mark Bougas at the start. By lap two Kiyota began working up a lead, Behel had dropped out of contention, and Mark Bougas picked up the chase.

By lap six Bougas had taken Smrz for second. A lap later AM Harley-Davidson Yamaha/Super Toad Racing-sponsored Reed moved up to challenge from fourth. He moved past Bougas on lap nine.

On lap 11 Reed was in second and closing and Bougas took third. By lap 12 there was no gap left between Brighton Cycles Ltd./Senti Yamaha-sponsored Kiyota and Reed. William Himmelsbach was in third followed by Smrz.

Kiyota saw Reed go around him on lap 14. Bougas and Maslanka trailed, and Himmelsbach was edging Smrz.

Kiyota set up his draft on Reed and used it for the win, but only by inches. Buffalo Motorcycle Supply/Don George's Sport Center-sponsored Maslanka took third followed by Bougas and Smrz.

"I tried to draft him out of the last corner. I let him by so I could draft. I wish there were more Nationals now that I have finally won one," said Kiyota, who calls Beighton, CO, home.

"I had to work from a poor start," said Reed. "The last corner is not the place to be leading on the last lap — especially when you have the slower motor."

Results

LIGHTWEIGHT NOV FINALS, 15 LAPS, 42 MILES:
1. Keith Kiyota (Yam); 2. David Reed (Yam); 3. Gary Maslanka (Yam); 4. Mark Bougas (Yam); 5. Gregg Smrz (Yam); 6. William Himmelsbach (H-D); 7. Gary McDonald (Yam); 8. James Wright (Yam); 9. Jay Foley (Yam); 10. David Howes (Yam); 11. Kirk Guay (Yam); 12. John Concklin (Yam); 13. George Nolan (Yam); 14. Bryan Paquette (Yam); 15. Gary Iaizzi (Yam).

Sidecar

Lind/Hart outrun the pack

POCONO, PA, AUG. 17

Bruce Lind and passenger Jack Hart overcame a dice with the team of Larry Coleman and Mark Bevans to win the 11 lap Castrol S Sidecar Challenge at Pocono Raceway. Lind/Hart held the lead for four laps until Coleman/Bevans took over for a lap. Then Lind/Hart regained the lead for good. George Fisher and Mark Nowicki rode their rig to third.

Kerry Bryant had Peter Essaff on board because the title-winning team of Essaff/Harrold was split when Harrold couldn't get time off from his job. Bryant/Essaff took the lead at the start with Lind/Hart behind and the team of Winfried Hopp and William Alston in third.

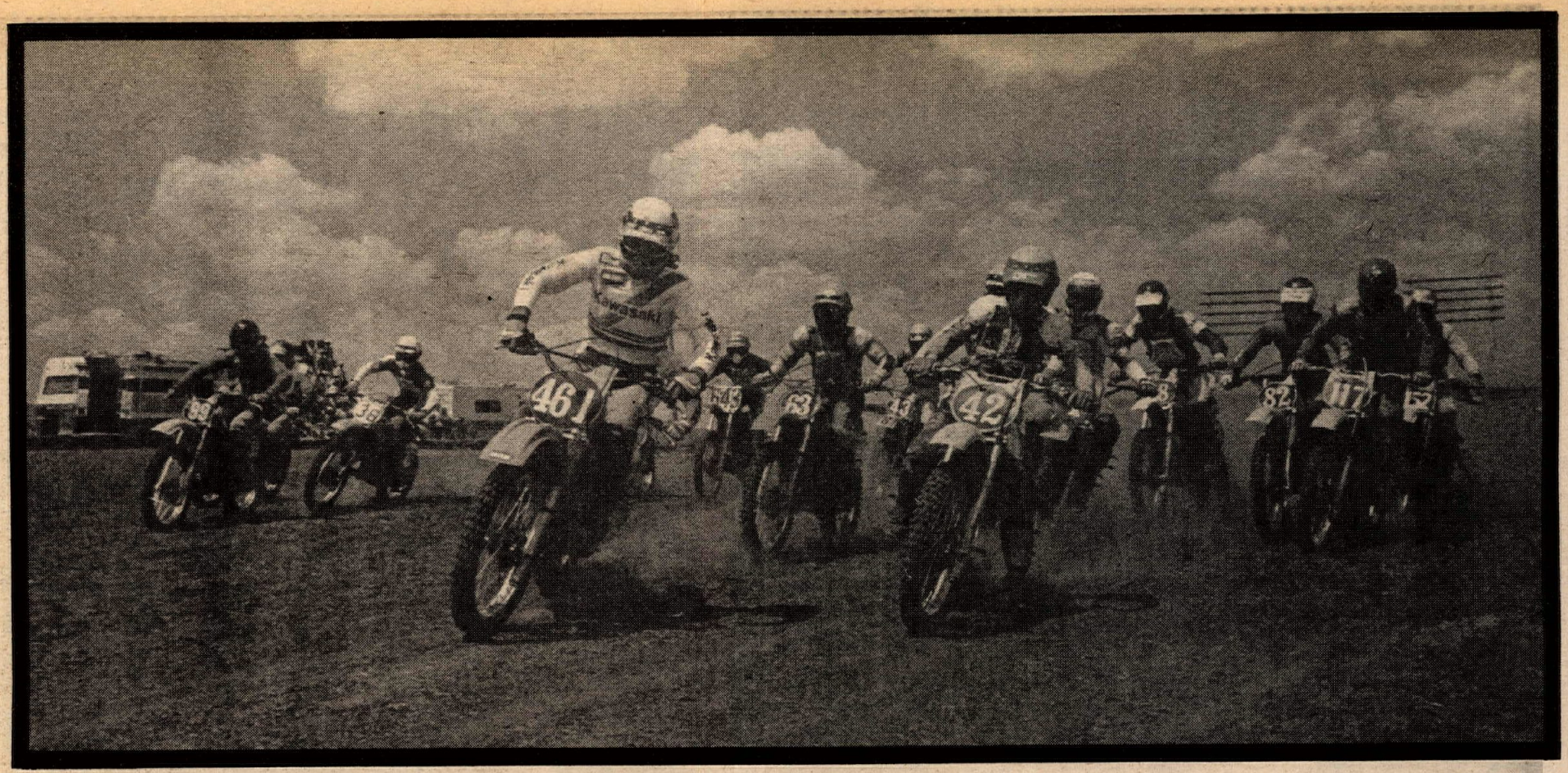
On lap two Lind/Hart took the lead and Fisher/Nowicki moved to third with Coleman and Bevans also in the hunt. By lap five the Lind/Hart team had lost the lead and fell in behind Coleman/Bevans. Bryant/Essaff came up to make it a three-way run for the lead.

Lind/Hart then put it together to lead again, and though they were challenged by Coleman/Bevans they were never passes. Following those two teams across the line a long ways back were the teams of Fisher/Nowicki and Bryant/Essaff.

"I caught my breath and we put some laps together and were able to put some distance on them," Lind said in victory lane. "We lost one of our silencers from one of the expansion chambers. The important thing today was to finish."

Results

SIDECAR: 1. Bruce Lind/Jack Hart (Yam); 2. Larry Coleman/Mark Bevans (Yam); 3. George Fisher/Mark Nowicki (Kaw); 4. Kerry Bryant/Peter Essaff (Kaw); 5. Thomas Dobbs/David Dobbs (Kaw); 6. Douglas Kallita/Bradley Fulker.
TIME: 23 min. 0.953 sec.
AVERAGE SPEED: 79.79 mph.



Curt McCuistion (461) leads the 125cc Modified Experts into the first corner.

George Holland took three championships.

Holland, Brown lead the way at NMA National Championships

By Chuck Woodbury

PONCA CITY, OK, AUG. 6-10

It was like an invasion. One thousand motocross riders and their families traveled from 46 states to Ponca City to compete in the National Motorsport Association's once-a-year national championships. This year's event, sponsored by Yamaha and a host of other companies, featured five days — nearly 50 hours — of back to back motocross racing in a city that has probably by now earned the reputation as the friendliest town in the country, at least to motocrossers.

It was just three years ago that the NMA brought its national championships to this northern Oklahoma town of 30,000. This year entries swelled to 1,400 — all in search of a national NMA title. When the racing ended on Sunday the sun shone brightest on Kerman, California's George Holland, a 15-year-old Suzuki ace who powered his way to wins in six motos and national NMA titles in the 83cc Stock Expert, 83cc Modified Expert, and 105cc, 12-year and over classes.

Amid a blistering heat wave the popular event got underway with a day-long practice on Wednesday and continued the next day as 32 of the 61 classes ran their first motos. The climax came Sunday when the final 19 runoff motos were staged — the third motos for riders who had qualified in their division contests earlier.

Holland's performances dominated the week of racing but there were other stars. Scott Brown (Suz) of Santa Anta, CA, brought home three national titles, one each in 105cc 9-11, Junior Cycle Modifed Intermediate, and Junior Cycle Stock Intermediate 9-11 classes. Cody Marek (Yam) of Rosenburg, TX, took home national crowns in the Junior Cycle Stock and Modified 6-8 classes. Lowell Thomson of Post Falls, ID, rode a pair of Yamahas to titles in the 83cc Modified Novice 9-11 and Junior Cycle Modified 9-11 classes. Floyd Robbins (Yam) captured NMA titles in the 105cc Stock and Modified Intermediate classes. The San Juan, TX, rider finished first in all four motos he entered.

Yamaha-mounted Scooter Stafford of Baton Rouge, LA, captured the win in the 125cc Stock Expert class with three second place finishes. Stafford had a crowd pleasing battle with Milford, OH's Randy Bryant (Yam) in the runoff. The duo stayed a split second apart from the start of the moto with Bryant crossing the finish line jsut ahead of Stafford. Bryant took second place overall in the class.

(Top) Rick Hemme (27) and George Holland (17) lead the 83cc Stock Experts. (Above) "King" Richard Saxton kept one Pee Wee title, lost another.

Curt McCuistion of San Marcos, CA, won the overall victory in the 125cc Modified Expert class. McCuistion, on a Kawasaki, came back from a fourth in this first moto to third in his second and a first in the Sunday runoff.

Billy Liles of Fairburn, GA, rode to three wire-to-wire finishes in the 250cc Expert class for the overall title. Liles, a factory sponsored Kawasaki rider, had little problem nailing down his run-off moto, finishing a comfortable 10 seconds ahead of second place Clay Hoenshell of Oklahoma City.

Then there was George — Holland, that is. His lap times of 1:50 (plus or minus a few seconds) were consistently the fastest of the week. To the spectators on hand, it appeared that Holland had little serious competition. His only real threat came in the 83cc Stock Expert run-off on Sunday when George started poorly and had to play catch-up to Quartz Hill, California's Rick Hemme. Hemme rounded the first turn in front, ahead of Bart Shiflett (Suz), Derrik Latham (Kaw) and Holland. By lap three. however, Holland's fast pace had propelled him into the lead and he stayed there to the end. According to Holland it wasn't a tough race. "I didn't want to fall so I just took it easy," he said afterwards.

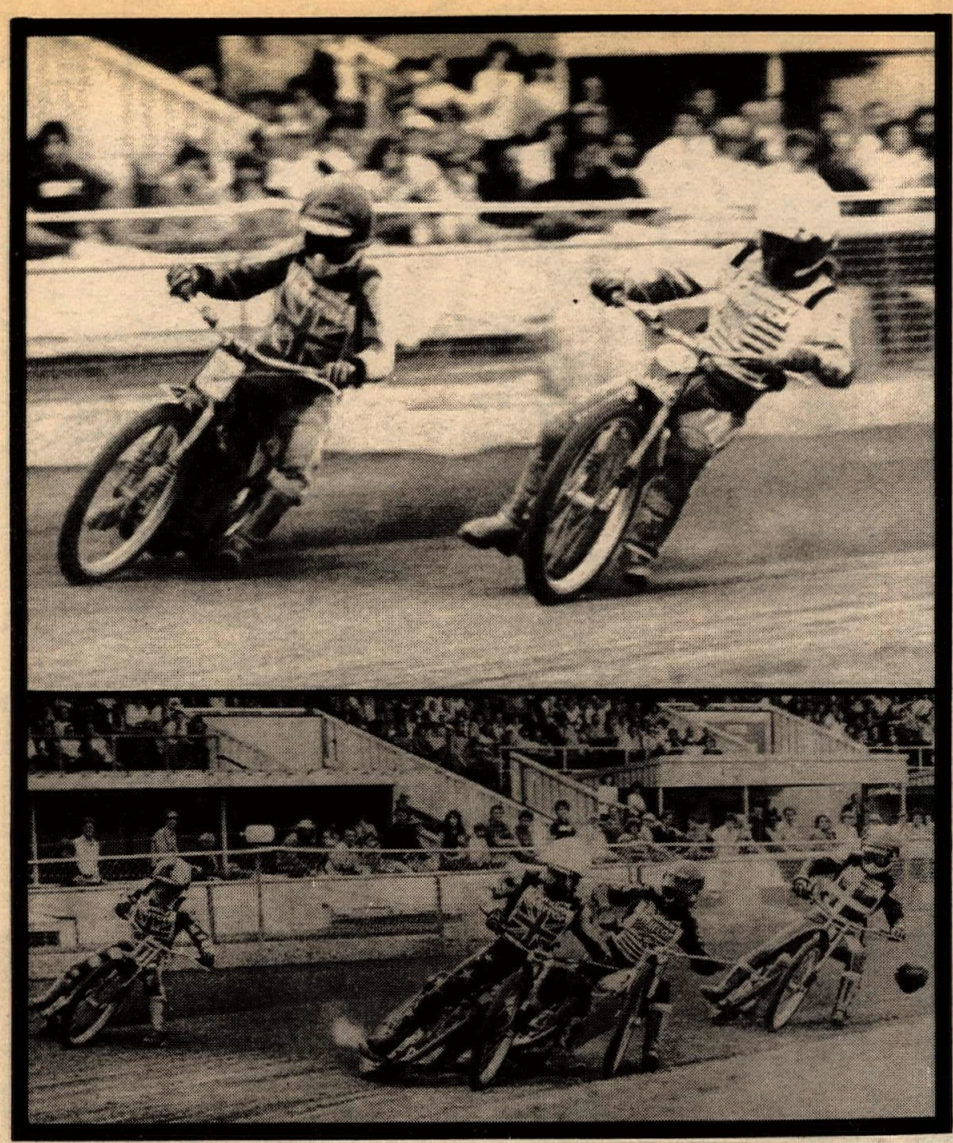
Holland controlled the 83cc Modified Expert runoff, finishing a comfortable eight seconds ahead of Ken Dunlap (Suz) of Santee, CA. In his final race, George led throughout the contest to capture the crown in the 105cc, 12 and up class.

The NMA is best known for its minicycle program and each year the Ponta City championships feature the world's largest gathering of Pee Wees — aboard their one speed mini machines. And this year there was even an upset. Italjet-sponsored "King" Richard Saxton of Las Vegas, NV, lost his NMA crown in the Pee Wee Stock class to Bobby Yorba of Dana Point, CA. Saxton, however, was predictably tough in the Modified Pee Wee class and captured the overall win with ease.

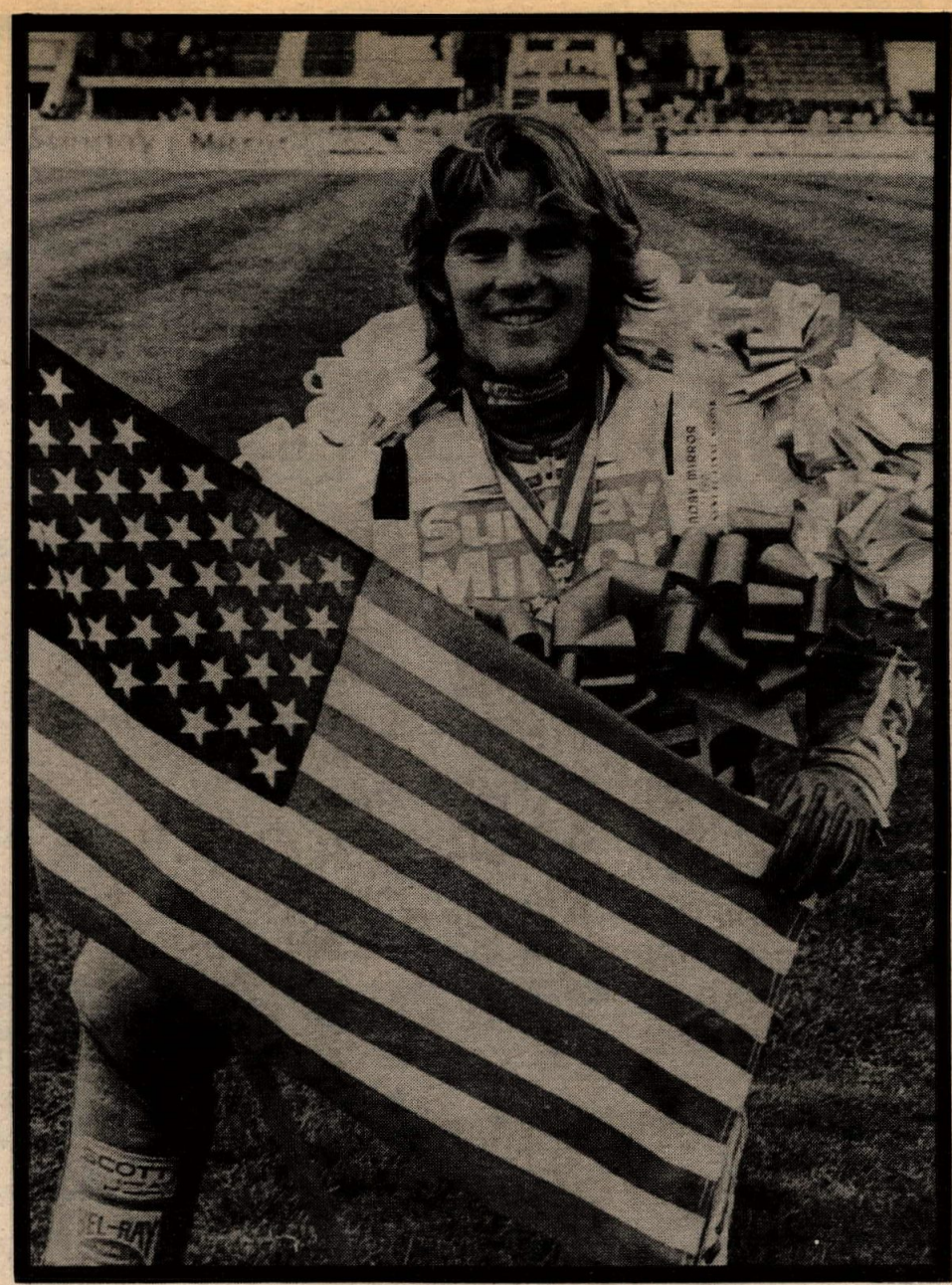
Four riders: Billy Liles, Curt McCuistin, Keith Turpin, and Tommy McCarver returned home with more than trophies for their overall wins. Each was presented with a $1,000 bonus from Kawasaki for winning their races with a green machine.

During the three hour awards ceremony on Sunday evening, promoters Ron Hendricksen and Ted Moorewood announced that the NMA championships will return to Ponca City again next year.

And to those who heard the words, that was good news. ●



(Top) Cris Morton and Bruce Penhall in the run-off for first. (Above) Scott Autrey (second from right) had problems; didn't qualify.



Penhall came within inches in the run-off of winning the event.

Intercontinental Speedway Qualifier

Penhall makes it; Autrey, Mauger, Olsen don't

By John Hipkiss
LONDON, ENGLAND, AUG. 3

The Intercontinental (semi) final of the World Individual Speedway Championship produced many surprises, not so much the fact that blond Californian Bruce Penhall came within inches of winning the meet, but the shock elimination of six-time World Champion Ivan Mauger, and fellow Jawa-sponsored comrade Ole Olsen.

Penhall said before the meet started that he wanted to win this one to go along with his title from the qualifier held at Anaheim last November, and that's what he thought he had done. After the last heat race against Denmark's Hans Nielson, in which hardly an inch separated the riders, Bruce was convinced he had just "pipped" Nielson at the post and he waved both arms in the air down the back straightaway, only to be told on returning to the pits that the referee had awarded a win to the Dane and second position to Bruce. (Nielson has become Penhall's "bogey man" of recent weeks as he also beat Bruce in the monthly Golden Helmet match race challenge.) With the loss of a point in this last race and two more points that Bruce lost in his third ride, Bruce had a total of 12 points, equal with Englishman Cris Morton.

A run-off for the title of Intercontinental Champion between Morton and Penhall was virtually won at the toss of a coin for starting positions. Morton won the toss and chose the fast outside gate position, leaving Bruce on the hard, slick pole. Both riders gated evenly but with a little extra drive on the outside Morton took the lead down the back straightaway giving him just a few vital inches' lead on the trailing American.

Penhall's first race saw him get out of the start like a gang of bandits, leaving class riders Dave Jessup and three time World Champion Ole Olsen for dead. Likewise, in his second race when he walked all over three Englishmen, Morton, Davis and Mike Lee.

However in Penhall's third race he lost two very valuable points when he was surprisingly beat by Australian Billy Sanders and the last qualifying rider, Peter Collins. Heat 15 saw Bruce's easiest ride when he rode off and left Denmark's Finn Thomsen, and Bent Rasmussen, and Finnish rider Kai Niemi.

Heat 20 left an interesting situation with Penhall needing a win to take the title and his three opponents, Mauger, Nielson and fellow countryman Scott Autrey, all needing to win the last race to qualify for the world final. A very interesting situation with Penhall already having enough points, but hungry for the title; current World Champion Mauger, probably the greatest speedway rider ever, desparately needing three points to qualify for his 15th sucessive world final appearance; and Autrey just praying that he could get a little extra power from his slow machines to get that vital win. However out of the blue came Nielson to take the flag, or so the referee said, followed by Penhall, which meant curtains for Mauger and Autrey.

America's other rider in this meet, Autrey, had an uneasy day. He looked good in his first race which he won, trailed in last in his next, two points from his third saw him back in contention, but what finally finished him was an engine failure in his fourth race, when his machine mysteriously lost power, and he lost a run-off for reserve against Ole Olsen.

Other surprises in the meet were Peter Collins, who finished in the last qualifying position, 10th, with seven points and Dave Jessup, who started as one of the pre meet favorites, scoring nine points which included a blown big end.

It's going to look like a very strange world final, with Olsen as a reserve and no Mauger or Autrey. Although these three riders may have had a bad meet they are still among the top 16 in the world and it is a pity they cannot display their skills in speedway's premiere event.

All the three Jawa factory riders, Lee, Olsen and Mauger, were down on power. Even though Lee qualified, the Weslake machines proved to be the more powerful.

Penhall had said before this meet that he wasn't raising his hopes too high for the world title, but that may now have changed a little. What a great ambassador to the sport for America Bruce is, always wanting more for his country. If he wins the title there sure is gonna be a big party.

Results

QUALIFIERS: 1. Cris Morton (12); 2. Bruce Penhall (12); 3. Billy Sanders (11); 4. Kai Niemi (11); 5. Finn Thomsen (10); 6. Dave Jessup (9); 7. John Davis (9); 8. Mike Lee (9); 9. Hans Nielsen (8); 10. Peter Collins (7); (Ole Olsen (6), reserve).

NON-QUALIFIERS: 1. Scott Autrey (6); 2. Ivan Mauger (5); 3. John Louis (3); 4. Mitch Shirra (1); 5. Bent Rasmussen (0).

Speedway news

Steve Greshman broke a bone in his right ankle in a recent track crash at his home track, Swindon, but will still compete in this week's long track semi in Yugoslavia along with Bruce Penhall.

Kelly Moran returned home for a week after a track crash at Birmingham when he chipped his elbow.

Qualifiers from the Continental final who join the above qualifiers in the world final are Zenon Plech, Egon Muellar, Alex Dryml, Petr Ondrasik, and Jiri Stancl.

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Records fall at NMRA Golden Gate Nationals

By Greg Guarinello

FREMONT, CA, AUG. 9-10

NMRA's first trek to the rolling hills of northern California proved to be a 24K gold experience. Fremont Raceway, site of the Golden State Classic, provided racers and spectators alike

with the quickest and most exciting motorcycle drag race in history The first 7.30 second run in Top Fuel, the First Pro Stocker in the eight second, 150 mph range, the first gasoline-powered motorcycle to run under eight seconds, the first B/G bike in the eights and the first 120-plus mph run by a stock motorcycle were witnessed by the 4,000 plus spectators.

Top Fuel

Top Fuel qualifing was highlighted by the top five competitors running in the seven second zone. By race's end, six Fuelers had run in the sevens for the first time in history! Leading the pack was Bo O'Brochta on the Terminal Van Lines-owned, Karata Enterprises-sponsored Kawasaki. O'Brochta, the National ET record holder, had head gasket problems during qualifing, having blown a pair of them. After some frantic thrashing Bo rolled out to make the next to the last run of qualifing. Anxious for his shot at the Fremont surface, O'Brochta fired up as the sun slowly set behind the surrounding hills. The motorcycle rumbled as Bo brought it to the line; when the green came on it was obvious to the people watching that he had a good pass going. As the quiet of the afternoon surrounded the complex, the announcement came to the waiting crowd. "For O'Brochta, a new World Record, 7.30 seconds!" Bedlam broke out all over the Fremont complex as the fans buzzed and fellow fuel riders shook their heads and headed to congratulate the smiling O'Brochta.

O'Brochta's 7.30/188 put him solidly into the number one spot. Number two position went to the Kawasaki fueler of Danny Johnson, clicking off a 7.727/188. The number three qualifing spot went to the Naff-Lewis-Thacker Kawasaki ridden by Frog Thacker. Thacker's numbers were a 7.796/185. National number one Jim Bernard was locked into the number four spot as the Yamaha ran a 7.823/181.

The first round opened with O'Brochta on a bye run. Not being one to lay down in front of a huge crowd, Bo let it all hang out, backing up his national record with a 7.371/190.67. Next up were Thacker and the blue, white and red Kawasaki of Wayne Davis. The pair left together with Thacker going up in smoke at the 400 foot mark. Frog backed off of the throttle and got the smoke problem under control. Davis, meanwhile, had his motor shut off momentarily as he shifted into high gear. Thacker was able to get by Davis at this point but was himself passed at the top end. Davis then held on for the win, running a 7.659/180.72 to Thacker's losing 7.957/171.10. The third pairing was scheduled to be Elmer Trett versus Danny Johnson. However, Johnson, crashed in an early morning time trial. After a trip to the hospital, Johnson was released with a broken collarbone, wrist and arm along with some expected road rash. Johnson's accident allowed Trett to single into the semis. Elmer took the Harley-Davidson to a 9.106/170.45 run. The final run of the round Bernard against Marion Owens. Bernard got the Yamaha out first with Owens in hot pursuit. The Harley developed problems though, as a drive chain jumped off the sprocket. Bernard took the victory, 7.810/181.45 to Owens' losing 13.50 seconds with no mph recorded.

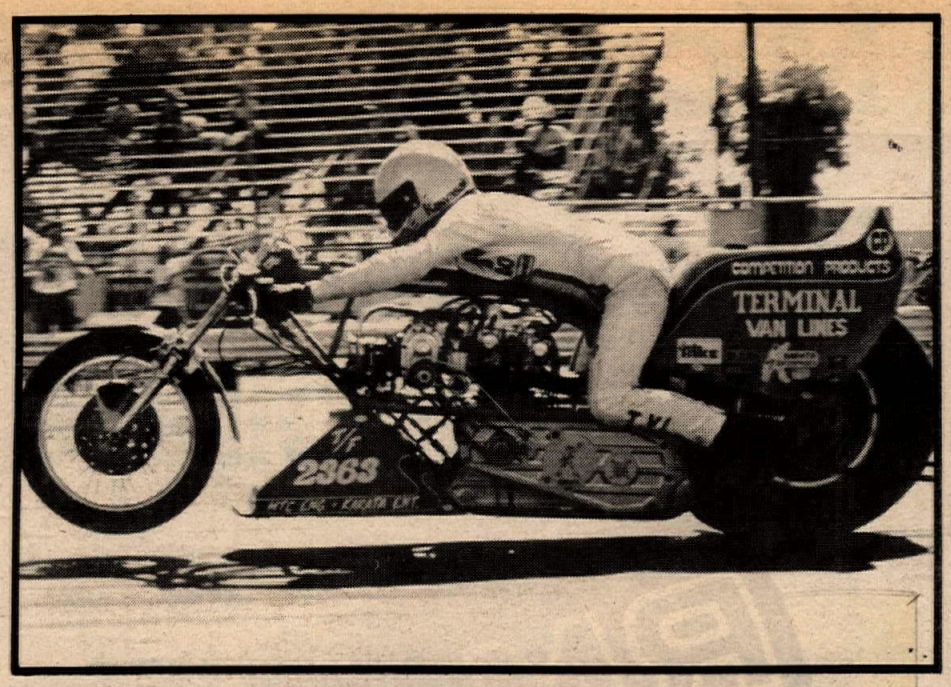
Round two opened with O'Brochta taking on the surprising Wayne Davis. O'Brochta launched the Terminal Van Lines green machine first and held off the hard charging Davis on the big end. O'Brochta's time was 7.411/180.36 while Davis ran an outstanding 7.506/185.56, fastest of his career in the losing effort. The other semi final saw Trett's Harley taking on the Yamaha of Teson and Bernard. Trett seemed to have some low gear problems which allowed Bernard to take a rather easy lead and the win. Bernard ran a 7.948/183.67 Trett's troubled 8.679/179.64.

The Top Fuel final at the Golden State Classic brought together two of the toughest competitors in the class, Bernard and O'Brochta. As the two riders left the line, O'Brochta took a sizable lead over the game Bernard. At the 1000 foot mark, Bernard saw his chances of winning were slim and shut down the Yamaha. Thus Bo O'Brochta had completed his incredible racing weekend! Bernard ran an 8.517/129.87 to O'Brochta's 7.524/181.08.

Super Eliminator

Qualifing in Super Eliminator was as exciting as Top Fuel. The number one spot again fell to Mike Bruso on the Power Enterprises A/F Kawasaki. Bruso ran a 7.921/174 for his position. Close behind Bruso was Terry Kizer on the Mo Parsons-owned MTC/Mr. Turbo sponsored A/DT, the first rider to bring a gasoline fueled motorcycle into the seven second zone. Kizer ran a 7.928/166. Another A/DT, this one ridden by Jon Baugh, and sponsored by Orient Express Motorcycles was in the number three spot. Baugh, the Southeast Nationals champ, ran an 8.15/167. The newest member of the R.C. Engineering racing team, Bob Malloy, took the number four spot with an 8.220/164 pass.

Mike Bruso opened up eliminations as he took his Kawasaki on a 7.925/173.41 bye run. Next up were Russ Glashan's and Jon Baugh both on Kawasakis. Baugh's A/DT got out slightly ahead of Glashan's A/Fueler and held on, running an 8.749/166.35 to Glashan's 10.677/106.76. Kizer took on George Babor on the next pairing. Kizer got a tremendous start enroute to defeating the Kawasaki funny bike, 8.178/165.13 to 8.67/155.97 mph. Mallory and Don Hemsley ended the round as Malloy took his Kawasaki to an 8.437/148.76.



Bo O'Brochta set a record 7.30-second run at Fremont.

Meanwhile, Hemsley was running a 9.189/88.40 in the losing effort.

The final round pitted a pair of A/DT's against each other as Baugh faced Terry Kizer. When the riders left the starting line the race was even, but quickly, Kizer pulled ahead of Baugh. When the win light came on in Kizer's lane the numbers read: Kizer 8.039/166.05, Baugh 8.387/161.29.

Pro Stock

For the first time in motorcycle drag racing history, the top four qualifiers all ran in the eights! With a new National ET and MPH Record qualifing went like this: Number One was Terry Vance on the Vance and Hines Racing-owned, Suzuki-sponsored motorcycle at 8.795/151.26! The number two spot went to Vance's rival, Bob Carpenter. Carpenter, on a Suzuki sponsored by R.C. Engineering, ran an 8.859/147. The number three spot went to Cedric Johnson, who took his Kawasaki to an 8.976/144. Rounding out both the top half of the ladder and the eight second zone was none other than the "Old Man" himself, Russ Collins. Russ ran the ex-Bob Carpenter Kawasaki to an 8.990/145. The bump spot was a monumental 9.374, making this the tightest field of Pro Stocks in history.

Eliminations got under way with a pair of Californians facing off. Larry Cook, aboard his Kawasaki was up against Vance. Terry ran the quarter mile in 8.791 seconds at 150.00 mph to easily outdistance Cook's 9.045/144.92. Johnson was up next in his duel against Randy Murray. Cedric put in an 8.970/145.16 pass enroute to an easy win over Murray's 9.494/139.53. A pair of old Pros were up next as Mike Keyte squared off with Bob Carpenter. Keyte took the holeshot lead but Carpenter went by him in second gear to advance into the semi finals. Carpenter's time was an 8.880/147.29 while Keyte ran a 9.011/145.39. An old face in a new class ended the first round as Collins brought his Kawasaki up to face the Kawasaki of Lee Hayes. The two riders left together but, the superior motor in Collins' machine proved itself with Russ taking the win, 9.074/145.39 to 9.224/145.39.

The second round pairings saw two Vance and Hines Racing motorcycles squaring off against each other while the two R.C. Engineering bikes would do the same on the other side of the ladder sheet. Terry Vance went against Johnson and Terry took his motorcycle to an easy win on the run with an 8.926/150. Johnson, who had been in the eights all weekend could only muster a 9.154/144.23. On the other side of the ladder the R.C. Engineering team was preparing to do battle, Carpenter and Collins. Russ was determined not to make it easy for the younger Carpenter and the clocks proved that he didn't. Carpenter took the win with an 8.924/146.34 pass but Collins was breathing down his throat with a 9.069/144.92 run.

As it has many times in the past the final was a battle between the top two Pro Stock riders in the country. Carpenter and Vance both came to the line knowing that all the marbles were on this one run. When the light turned green the racers took off with only one purpose, to light the win lights. However only one rider could do that and this time it was Vance motoring on for the win, running an 8.807/151.26 while Carpenter was less than a tick behind with an 8.872/147.05. The stunning win along with both ends of the Pro Stock National Record went to the estatic Vance and Hines Racing Team.

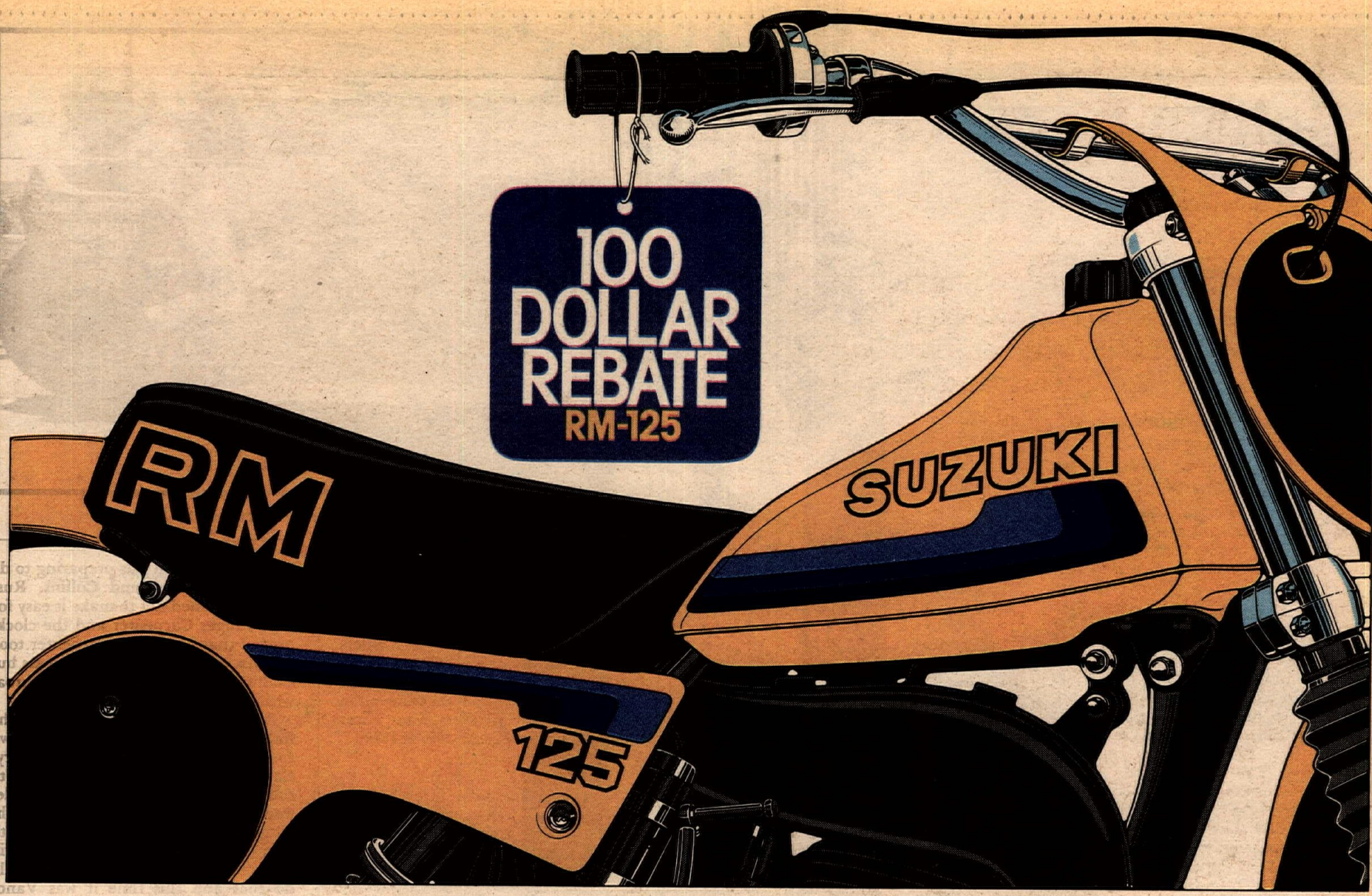
Pro Comp

Leading the pack was Geoff Masters as he took the Wiseco/Ron Krol-sponsored Kawasaki to an 8.919/147 clocking. Masters' run was the first B/G eight second pass in NMRA history. Locked into the number two spot was Rick Stetson. Stetson, aboard a Honda ran a 9.297/140 mph for his spot.

The final pitted Masters against Stetson and Masters was clearly the favorite and he didn't disappoint. Geoff took the Ron Krol machine to an easy victory, clocking a record 8.896/147.54 to Stetson's losing 9.213/142.63.

Results

COMP ELIMINATOR: 1. Jim Yodock, 8.703/155.17 (Suz); 2. Elvin Goveia (Kaw).
MODIFIED ELIMINATOR: 1. Dave Ragon, 10.047/121.13 (Kaw); 2. Roger Lewis (Kaw).
STOCK ELIMINATOR: 1. Vic Force, 11.06/122.61 (Suz); 2. Dale Walker (Suz).
COMBO: 1. Jeff Johnson, 14.923/87.20 (Hon).
ET 1: 1. Dale Walker, 9.703/135.74 (Hon); 2. Mike Leisle (Kaw).
ET 2: 1. Ron Bearden, 13.076/86.62 (Kaw); 2. Mike Peterson (Kaw).
NEW NMRA RECORDS:
TOP FUEL: Bo O'Brochta (ET) 7.30.
A/DT: Terry Kizer (ET) 7.928.
PRO STOCK: Terry Vance (ET) 8.791, (MPH)151.26.
B/G: Geoff Masters (ET) 8.896.
E/GT: Dick Emmons (ET) 9.73, (MPH) 135.33.
EE/G: Robin Miller (ET) 9.478, (MPH) 139.10.
FF/G: Randy Howse (ET) 10.431.
E/F: Shannon Hughes (ET) 10.88.
A/A: Elvin Goveia (ET) 9.011.
AA/A: Tony Dell (ET) 9.654, (MPH) 139.96.
D/A: John Cunningham (ET) 10.575, (MPH) 123.79.
D/AT: Jim Yodock (ET) 8.70, (MPH) 155.17.
FF/A: Mike Holmes (ET) 10.651.
C/M: Rick Gero (ET) 9.438, (MPH) 138.67.
D/M: Dave Ragon (ET) 9.818, (MPH) 133.72.
F/MT: John Griego (ET) 9.055, (MPH) 150.25.
G/MT: Norris Bruce (ET) 9.568, (MPH) 146.34.
H/MT: Bucky Moores (ET) 9.289.
I/M: Larry Nelson (ET) 10.88, (MPH) 118.89.
J/MT: Dale Dutton (ET) 9.662, (MPH) 137.61.
K/M: Pat Doyle (ET) 11.335, (MPH) 115.85.
P/M: Jeff Johnson (ET) 14.697, (MPH) 87.54.
A/S: Vic Force (ET) 11.067, (MPH) 122.61.
C/S: Jim Dodich (ET) 11.95, (MPH) 111.94.
A/SS: Craig Burns (ET) 10.787.
C/SS: Roger McPhail (ET) 11.099, (MPH) 121.62.



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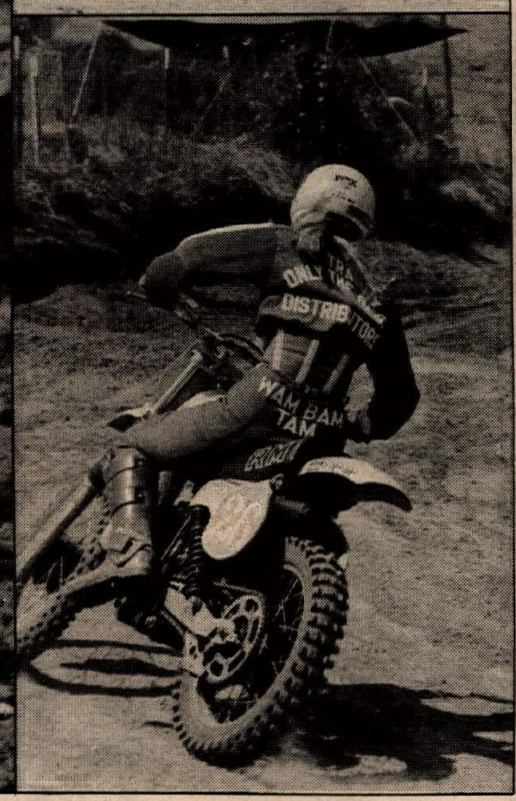


(Above left) Dede Cates rode strong for the Pro win. (Top right) Second Amateur moto winner Susie Livingston. (Above right) Novice winner Tam Tracy.

AMA Women's MX Nationals

Cates cops the crown

By Mark Kariya

CARLSBAD, CA, AUG. 17

Suzuki's Dede Cates successfully defended her AMA Women's Motocross Nationals title by winning both motos of the 250cc Pro race. Combined with her 125cc win here on June 21, it makes her the undisputed woman motocrosser of 1980 and she joins Sue Fish as a two-time winner of the title. Fish did it in '76 and '77.

Though she claimed not to feel any more pressure to win than in the past, Cates said, "I didn't think we'd win it. I was running and I knew I was in shape and I was running good against the Intermediate guys, but anything can go wrong."

Few things did, however, as she won both motos by comfortable margins.

Second in both motos went to Rhe Helms who has never looked better here. Kathy Holman came from Houston, TX, and got 5-3 finishes for third overall, her best placing in California.

Most of the USGP course was utilized for this event. Instead of using Rattlesnake Gulch and the sandwash area, though, the course cut straight from the ledge to the start of the uphill.

Among the many sponsors who helped put on the race were Scientific Drilling Controls, Oakley, ND, U.S. Suzuki, Torsten Hallman Products and Russ Darnell Motocross Schools.

Suzuki-mounted Kimi Douglas blasted into turn one of the first 250cc Pro moto with a slight lead over the pack, but Keystone Yamaha rider Leslie Olinger and Yamaha of Covina ace Rhe Helms battled for first out of the turn.

Helms and Cates completed the first lap in front of a four-rider freight train consisting of Olinger, Mercedes Gonzalez, Lisa Akin and Cindy Dumo. JT/E.C. Birt/Kal-Gard/Honda-sponsored Kathy Holman rode a short distance behind in seventh.

Helms and Cates pushed and pulled each other around the course and in doing so, started to pull away from the pack a bit. Gonzalez dropped back to sixth with a rear tire that was starting to go flat and would eventually force the Yamaha rider back to a 25th-place finish.

Akin moved the Team Dynamic Yamaha right up on Olinger while the Hondas of Dumo and Holman sandwiched Gonzalez in positions five through seven.

On lap three, Cates found a clear path and zipped past Helms for the lead which she never relinquished after that point despite losing her rear brake early in the moto. Helms kept it gassed, though, and held a comfortable second for the duration.

Akin put Leslie O back to fourth and looked around, only to see the leaders gone and kept it wicked for third in her debut ride aboard a 250cc.

Dumo and Holman both passed Olinger early on lap five and proceeded to put on the dice of the race. Holman, hampered slightly by back pain (she broke her back in February), couldn't quite muster the speed to get by Dumo and stay in front, so she settled for a close fifth at the finish.

Olinger, Kawasaki of Oceanside's Charleen Higgins, Kawasaki-mounted Debbie Mathews and Premier Yamaha's Jan Murray completed the top 10.

Leslie O got the second moto holeshot and led the first lap. R&D Suzuki rider Barbara Spielman, who had a multitude of petty problems in the first moto which squelched her ride, held second just ahead of Cates. Helms and Holman were a close 4-5.

Spielman and Cates took over the front-running spots on lap two while

(Top) Leslie Olinger leads Lisa Akin on lap two of the first Pro moto. (Above left) Kathy Holman went 5-3 for third. (Above right) Runner-up Rhe Helms.

Olinger attempted to keep third from Helms. Akin had charged up to seventh and would advance two more slots in the next two laps, a superb ride from being last off the line due to a fouled plug which demanded changing.

Spielman dropped to third behind Cates and Helms on lap three, plagued with bars that were getting loose.

Cates and Helms ran an easy 1-2 the rest of the moto to secure those positions overall. Cates even had time to overshoot the turn at the bottom of the downhill on the final lap yet keep her lead.

Helms was not too disappointed with second, though. "First would've been nice, but..." She had just returned to racing last month after an operation. "To be able to put it together like that in such a short time, I'm real pleased," she commented later. "'81 looks like it'll be a good year."

Things were not going so good for Spielman, though, her ride coming to a temporary halt on lap four before getting going again. She worked back up to fifth on lap 10, but the carb on her bike turned sideways and the throttle stuck, forcing her out of the hunt on lap 11.

Olinger took over third pursued by Holman. She kept it up until the final lap when she fell, unwillingly surrendering third in the moto and third overall to Holman.

Akin assumed fifth from Spielman on lap 11 but her bike started seizing midway through the race and she lost a position to Yamaha-mounted Kathy Wall when she had to push it across the line after it seized for good heading for the checkered flag. Akin still took fourth overall.

Debbie Mathews, Charleen Higgins, M&M Cycles/Lewis Racing/Hi-Point Yamaha rider Marcy Lewis and desert ace Trudy Beck on a Premier Yamaha rounded out the top 10.

The Amateur race combined four 250s with the 125s, but they were scored separately. Linda Shatka took the 250cc portion with 1-2 moto scores. Donna Gilio won the first 125cc round and was fourth in moto two after working up from a poor start; she got the 125cc win.

The winner of the second moto, Susie Livingston on a YZ125 from Yamaha of El Paso, was in second in the first race, but crashed and hurt her knee. It didn't show the second time out as she won easily, though she said later, "I didn't think it'd be this rough (the track)!"

The Novices also ran a combined race, but were scored together. "Wam Bam Tam" Tracy ran consistently to a pair of seconds which earned her the overall win. Consistency also paid off for Diana Tweedy who finished just behind Tracy both times for second overall. First moto winner Shelly Coffey could only manage sixth in moto two for third overall.

The women desert racers had a 45-minute plus two laps race on the MX course. Lori Farmer got the holeshot, but Trudy Beck came on strong after a couple of laps and took the lead from there to the finish followed by Lynnette Zuber, Wendy McGraw (first Amateur), Jenni Miles (who stalled and lost places while third in the early going) and Farmer. ●

Results

250 PRO: 1. Dede Cates (Suz) 1-1; 2. Rhe Helms (Yam) 2-2; 3. Kathy Holman (Hon) 5-3; 4. Lisa Akin (Yam) 3-6; 5. Leslie Olinger (Yam) 6-4; 6. Kathy Wall (Yam) 7-5; 7. Debbie Mathews (Kaw) 9-7; 8. Charleen Higgins (Kaw) 8-8; 9. Cindy Dumo (Hon) 4-13; 10. Trudy Beck (Yam) 11-10; 11. Marcy Lewis (Yam) 13-9; 12. Jan Murray (Yam) 10-15; 13. Pauline Pitt (Mai) 18-11; 14. Dawn Grant (Yam) 17-12; 15. Terry Lockey (Suz) 15-16.

250 AMATEUR: 1. Linda Shatka 1-2; 2. Dawn Paiement 3-1; 3. Sherry Lowery 2-4; 4. Mimi Ann Selly 4-3.

125 AMATEUR: 1. Donna Gilio 1-4; 2. Jenni Miles 3-3; 3. Karen Leitinger 2-5; 4. Evelyn Hodges 4-6; 5. Susie Livingston 11-1.

NOVICE: 1. Tam Tracy (125) 2-2; 2. Diana Tweedy (125) 3-3; 3. Shelly Coffey (125) 1-6; 4. Nina Bevilacqua (400) 4-4; 5. Wendy McGraw (250) 13-1; 6. Winona Richardson (250) 7-7; 7. Shirlyn Smith (125) 11-5; 8. Penny Terry (250) 8-8; 9. Tracy Needham (125) 5-12; 10. Dedie Monahan (125) 9-9.

DESERT: 1. Trudy Beck (250) Ex.; 2. Lynnette Zuber (250) Ex.; 3. Wendy McGraw (250) Am.; 4. Jenni Miles (250) Am.; 5. Lori Farmer (250) Ex.; 6. Karen Leitinger (125) Am.; 7. Diane Holeman (250) Ex.; 8. Lynda Ledlow (125) Am.; 9. Linda Christensen (175) Nov.; 10. Tricia Farmer (125) Am.

EXPERT P.T.: 1. Steve Montague; 2. Bill Jamerson; 3. Larry Morton; 4. Mark Zeissler; 5. Wayne Martin; 6. Clarke Coleman; 7. Louis Ledlow; 8. Secret Agent Man; 9. Lynn McGraw; 10. George Zuber.

SPORTSMAN P.T.: 1. Rob Dameron; 2. Mark Ehrenborg; 3. Dan Wright; 4. Eric Stanton; 5. Rick Haag; 6. Bill Erholtz; 7. Bob Zamaroni; 8. — ; 9. Dave Chase; 10. Steve Zallinger.

TWO WORLD RECORDS.

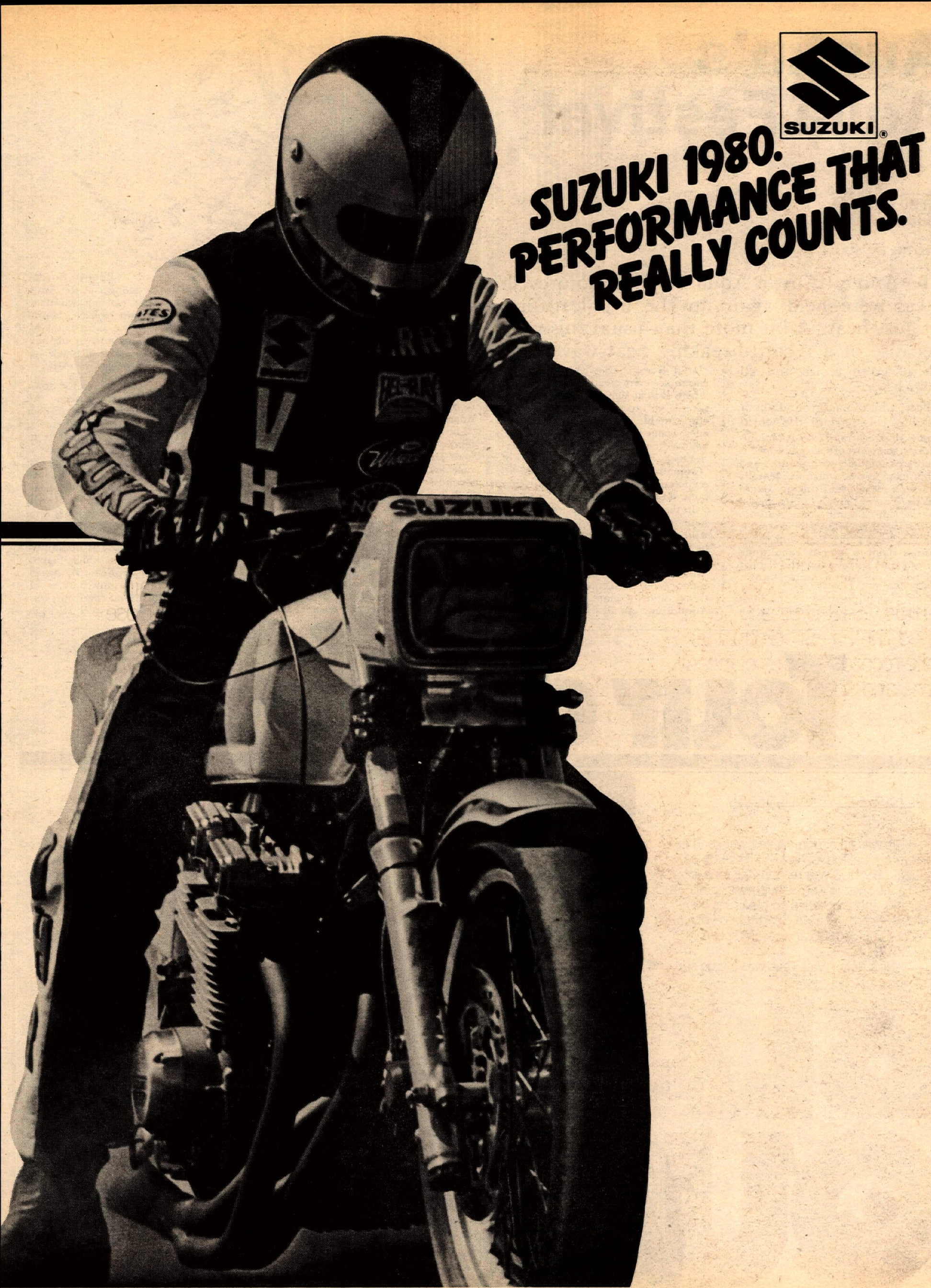
Fremont, California, was the spot. Terry Vance on his Suzuki GS-1100 totally demolished the Pro-Stock quarter mile records—both elapsed time and speed.

Terry revved up, blasted off, and finished the quarter in a record time of 8.79 seconds, at a record speed of 151.26 mph. The fastest, quickest quarter ever done by a Pro-Stocker. And, he broke the 150 mph mark on every run he made.

Needless to say, Terry went on to ace the main event. And, running a close second was Bob Carpenter on—you guessed it, another Suzuki GS-1100.

Suzuki. One tough act to follow.

ONE BLAZING QUARTER.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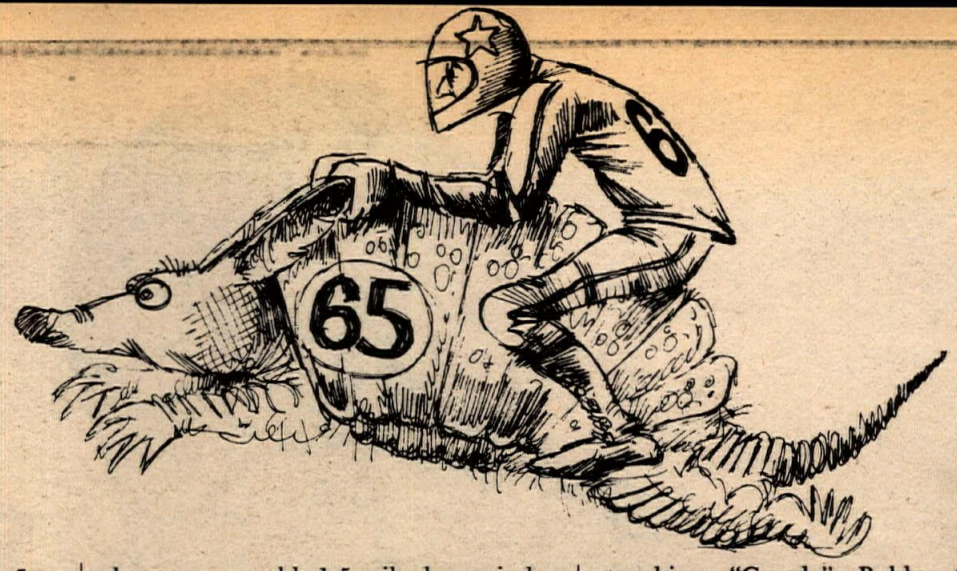

By Tony Bell and John Rannikko
Art By Bell
Photos By Rannikko

AUSTIN, TX, AUG. 3

The Annual Austin Aqua Festival motorcycle races were held again in the usual stifling August heat. A bit more than usual this year because of a record-breaking heat wave that left all green brown and all brown black.

First, a bit of background about the way this part of the world works. Most central Texas communities have some sort of specialty which is celebrated annually with parades and a shot-loose festival which incidentally includes a lot of beer drinking. Cuero has its Turkey Trot, Luling has a Watermelon Thump, San Antonio does it with a Folk Life Festival, Gonzales has a Chick Fest, and so on. Austin's claim to fame is a multitude of fresh lakes surrounding the vicinity and hence the Austin Aqua Festival.

Now, Austin doesn't take this business lightly. Two whole weeks are declared free-for-all with events that encompass every creature that breathes. There are cat shows, car races, canoe races, foot races, ethnic nights, more ethnic nights, flower shows, land parades, water parades, parade parades, beauty contests, skiing contests, fireworks, and last but not least, lots of "Commodores" who run around in pseudo admiral suits making sure that none of the beer gets warm.

In the midst of these varied activities some real street racing does occur. Just south of Town Lake lies an area owned by the city which is in no way critical to normal traffic flow. This area contains the Coliseum, normally an indoor rodeo arena among other things, and the giant be-domed Civic Auditorium. An all street and parking lot course roughly 1.5 miles long winds around these two landmarks as outlined by a multitude of orange dunce hats and hay bales. The course actually serves double service as the week before the sporty car folks flog around it bending fenders in their four-wheelers.

There were several disqualifications within the top spots of several of the classes for violation of the Horno Rule. According to Doug Polen, one of the riders receiving a disqualification, "The Horno Rule is named after a fellow who brought a stock bike out here one year and raced it in every race and took a bunch of firsts and seconds."

Polen earned two firsts and a second, but was disqualified in the Open Cafe class where he won. He got a first out of the 411-750cc Cafe class when the leader was disqualified, however. Paul "Hogman" Stephenson was also slapped with the Horno Rule as he crossed the finish line in three classes in first and a pair of seconds, but took home only two second place trophies. "Greedy" Bobby Goodin became a trophy monger at the Aqua Festival road races, earning two firsts, a second and two thirds. Horno horned in on his style as well, taking away one of each kind and leaving him with a first and third, one of which was the highly coveted win in Open GP.

The Open GP class thundered down the Riverside Drive between the Municipal Auditorium and Town Lake for the start of the last 10 laps of the day. "Hogman" got the lead from the start aboard a Honda, but gave it up to Goodin (Duc) between laps one and two. From there, Goodin stretched the lead to 19 seconds by lap six and won the class easily. David Bearden took third place on a BMW.

A lot of attention went to the 251-500cc GP class because it contained several motocross bikes which looked out of place on asphalt. With tall suspension and a skinny 3.00 x 21 Cheng Shin rib tire on the front, one could only feel sorry for Jack Hicks as

Tour de Force.

Vic Force sets 'A' Stock record.

It was an action-packed weekend in Fremont, California. And, Vic Force on a Suzuki GS-1100 was responsible for a lot of it.

Vic lined up, put the power to his Stock Suzuki, and proceeded to break his own world record in the 'A' Stock Class with a record E.T. of 11.06 and record speed of 122.61 mph.

Nice going, Vic! That was a true show of Force.

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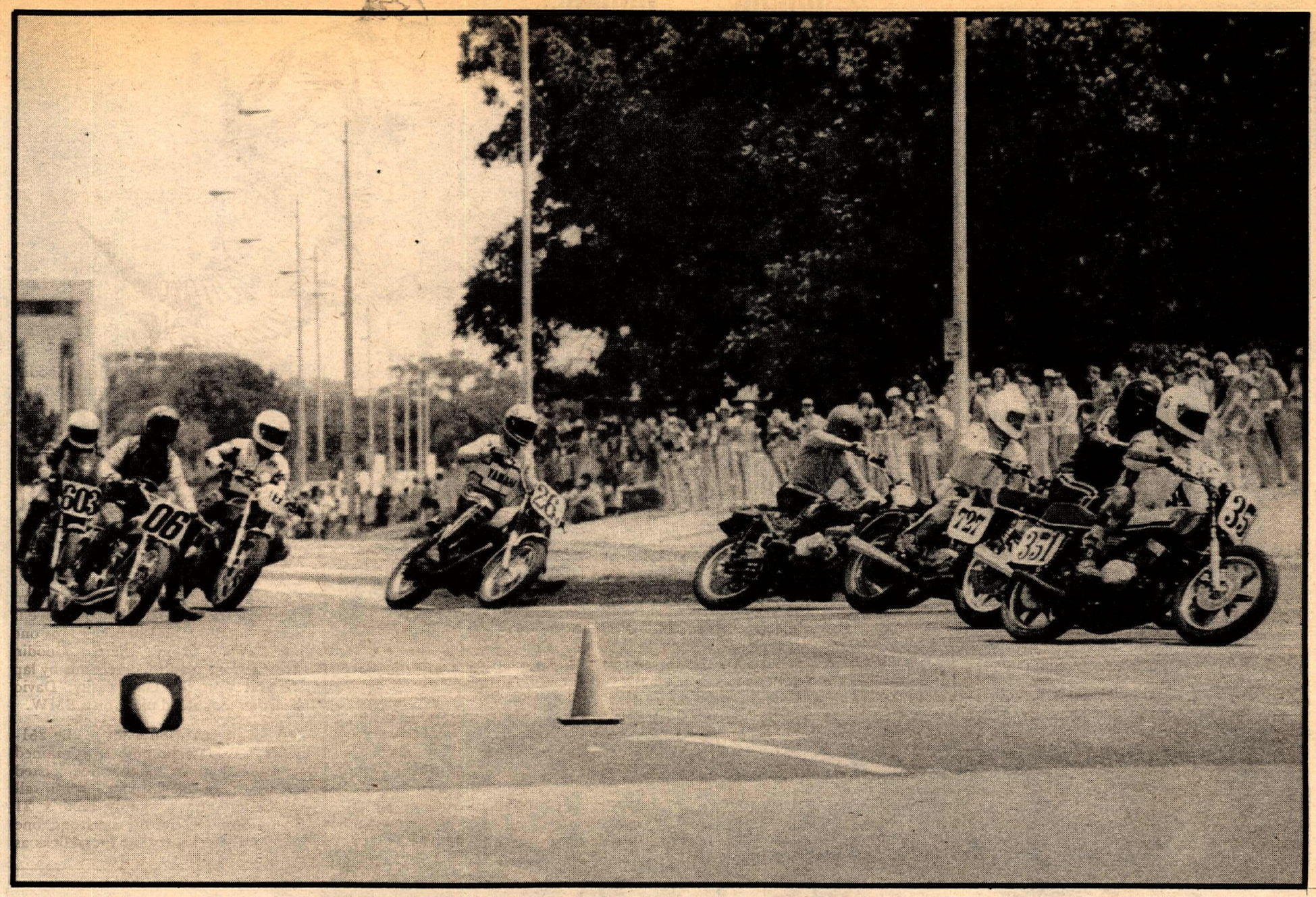


Doug Polen (351) took the 750cc Cafe win despite crossing the line second. Bobby Goodwin (white helmet in third) was first but was disqualified.

he sat on the starting line straddling a Yamaha 465 monoshocker.

After watching Hicks win the class easily ahead of two other motocross pavement burners, Derry Gardner (Yam) and Kevin Horton (Suz), a talk with the winner was in order. When asked how he won against all those other racers, Hicks said, "I owe everything to Mrs. Howard's spaghetti." In previous years, Jack had come close to winning this class, but the other bikes got the advantage in the long straightway where Hicks would run out of gearing. This year, he'd split the cases and changed some of the top gearing, enabling him to hit about 120 mph on the straight.

Hick's riding techniques included a "controlled rear brake slide and pivot turn in the S between the parking lots." This was a slow but dangerous section with curbs that claimed several riders. Hicks' skinny front rib was howling at him as it drifted with a squeal in the last turn before the straightaway.

Another motocrosser-dominated class was the 0-200cc GP. The lead changed hands several times during the race. At one point, a watercooled Can-Am blew a water hose and spit it on the track. The slick spot which resulted had the racers reaching for controls they didn't have. Jeff Frazier, riding a Honda CR125 for Team Armpit of San Antonio, led most of the later laps, but Honda of Austin rider Russell Powers claimed the lead with a half lap to go as Frazier's motor began to lose power. The third party in the MX trio was Mickey Coggins of Austin on a Yamaha.

If one were to ride the course, it would go like this: the start-finish is on the main straight, otherwise known as Riverside Drive, a four-lane divided boulevard on which the big multis can reach 140 mph. At the end of the straight is a quick left hander that leads to a bumpy little road behind the cow barns. Another left and across some parking lots to a nasty "S" on the cross street that separates the parking lots. The nice part of this section is a bunch of concrete curbs that throw riders high into the sky when they blow it.

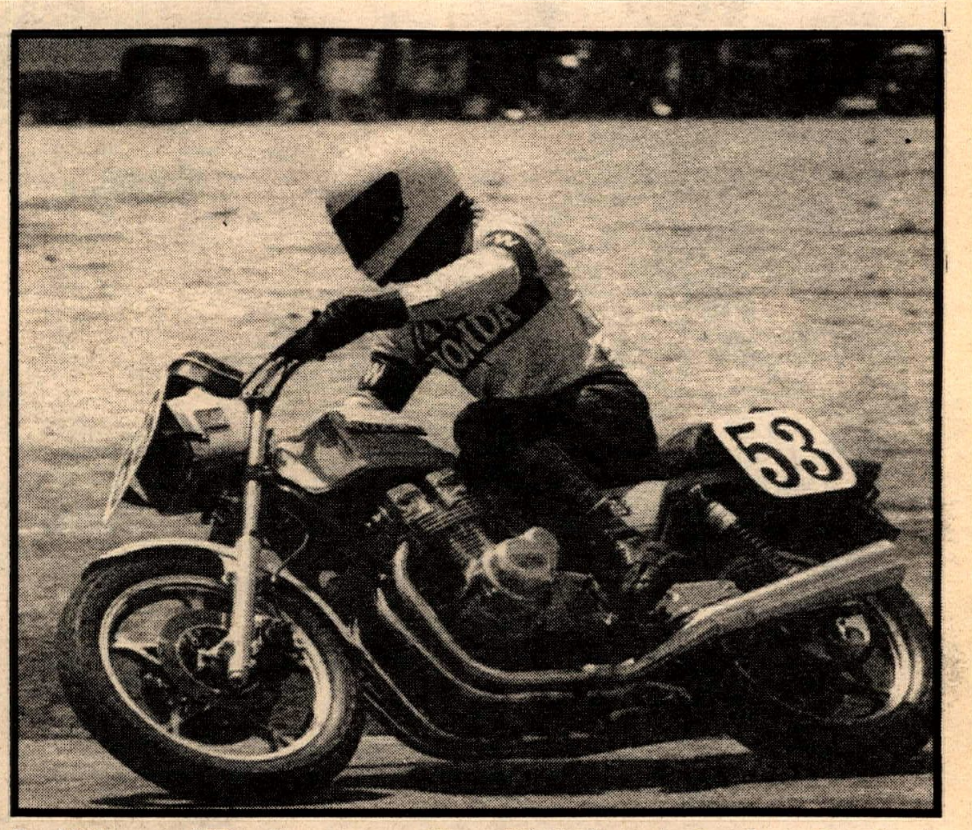
Surviving the esses, next is a long, fast peg dragging sweeper that terminates in another hard left around the Auditorium. Which, of course, leads back to the Riverside straight and so forth and so on.

Classes are divided into three groups, Stock Production, Cafe Racer and Grand Prix. Now don't let the fancy names fool you. Because of the tightness of the course, very unusual bikes do well. For instance, the 500cc GP was blasted away by of all things, a Yamaha YZ465. Does make for very interesting racing.

Serious road racers shun the Aqua Festival event for obvious reasons. There are no National points, no points at all, just fun. And maybe a trophy and a few scabs.

The real fun is the sport of spectatoring. Some National point events won't draw enough spectators to fill a '37 GMC school bus. This baby is promoted to the hilt. Thousands upon thousands come dragging in their 84-quart beer coolers and marginally-clad lady friends. It's a giant party that is eclipsed only by Mardi Gras on a particularly good year.

It's a motorcycle show. Miles of parking lots are crammed with every two-wheeler known to man. Of course, the respective owners love to stand around and drink their cool ones while cooing over whatever it was that they rode in.



Paul "Hogman" Stephenson was disqualified after winning Open Stock.

Really, the Aqua Festival Road Race is not all that serious — it's mostly just fun. The riders have a good time as do the sideliners who watch the riders ride. Recommended viewing spot: the Filling Station Bar directly across the street from the esses and the back sweeper. Reasons for recommendation: good looking waitresses, no admission, dynamite eats and a real knockout air conditioning system. ●

Results

250cc STOCK PROD: 1. Craig Kitterman (C-A); 2. Derry Gardner (C-A); 3. Jerald Moszee (Yam).

410cc STOCK PROD: 1. Robert Harkins (Yam); 2. Charles Brothers (Yam); 3. Mark Barnett (Yam).

750cc STOCK PROD: 1. Robert Harkins (Suz); 2. Paul Stephenson (Hon); 3. Bobby Goodin (Duc).

OPEN STOCK PROD: 1. Alan Johnson (Suz); 2. Arthur Stallings (Suz); 3. Jay Lacey (Yam).

410cc CAFE: 1. Doug Polen (Yam); 2. William Syfan (C-A); 3. Robert E. Waldo (Yam).

750cc CAFE: 1. Doug Polen (Yam); 2. Mike McAdams (Suz); 3. David Bearden.

OPEN CAFE: 1. Jet Tharp (Suz); 2. Neil Cooper (Suz); 3. Jim Willis (Lav).

200cc GP: 1. Russell Powers (Hon); 2. Jeff Frazier (Hon); 3. Mickey Coggins (Yam).

250cc GP: 1. Wayne Even (Kaw); 2. Randy Hammond (Yam); 3. Sam Finger (Hon).

500cc GP: 1. Jack Hicks (Yam); 2. Derry Gardner (Yam); 3. Kevin Horton (Suz).

OPEN GP: 1. Bobby Goodin; 2. Paul Stephenson (Hon); 3. David Bearden (BMW).

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Rich Schlachter

It isn't "Rich who?" anymore

By Gary Van Voorhis

Road racer Rich Schlachter remembers well the days when he was known as "Rich, who?" by many -- the days when he was struggling to break into the big time and out of the shadow of more established riders. Today, with dues paid, the 1979 750cc U.S. Road Racing Championship title under his belt and having just clinched the 1980 crown as well, Schlachter is doing what he does best and has always wanted to do -- race, race, race. Until last year, Schlachter was also known as the road racing carpenter because his carpentry work income kept him racing. Thankfully, a major sponsor -- Microlon Energy Efficient Systems -- stepped in, along with others, enabling Schlachter to concentrate on racing as his sole means of earning a living.

Easily one of the most outgoing riders off the track, Schlachter transforms into a rider with a single goal once on the track and that is to win. "Once you get a taste of victory like I did at Loudon and Road Atlanta," he says, "you don't really want to settle for second again. Realistically, you can't win every time out, but that doesn't mean you can't try."

The highlight of the season for Schlachter to this point is collecting $1,900 in Winston Pro Series first leg point fund money. "It's a real honor to be the first (pure) road racer to collect money in the opening leg payoff."

Although some would say he is benefiting from the absence of Kenny Roberts, Randy Mamola and Dale Singleton who are racing in Europe and Skip Aksland who is healing from a GP accident, Schlachter shrugs off the notion. "I've worked hard to get to where I am," he says. The next step, he knows, is Europe.

Seldom do you see Schlachter without his lovely wife, Susan, somewhere close by. Married for three years, the pair make their home on the Connecticut side of Long Island Sound at Old Lyme. The days of Team Connecticut and struggling to make ends meet are finally over.

Congratulations on your two National wins -- especially Loudon.

Thanks. I really wanted to win there. We had a few minor problems, but then everyone did and I just hung in there. I was really pumped to win it.

Bryar Motorsport Park (Loudon) is your "home" track. Did that make it special?

Yes. To win your first National in front of family, friends and fans is really a good feeling.

Does the change from challenger to winner make a mental difference in the way you look at races now? Is there a barrier that once you break through it becomes easier?

At first I thought everything should be a little easier. But after thinking about it, I believe things will be as hard or harder because now I want to make sure I'm not going to get beaten. Once you win then it's harder to accept a third, fourth or whatever place finish.

Have we conquered the "Richard, who?" syndrome?

I think so. The exposure from winning the Nationals has been great. Getting your name out in front of the fans by winning definitely changes the way people recognize you.

You've been knocking on the door for a long time waiting for that first National win.

I think it was way overdue. But then again I think to myself that if I was riding up to the capabilities of winning a National then it would have come sooner. I guess I wasn't and that's why it took two years.

Then you feel your career is moving along in a logical sequence by tackling consistency first and then worrying about winning?

Yes. I won the U.S. Road Racing Championship last year by being consistent. I didn't win a National. That was the objective last season -- to be consistent. There were a few times I really wanted to gamble for a win, but had to hold back and just finish because being a privateer I didn't have any funds except what I made at the race. However, being consistent helped me land a major sponsor -- Microlon.

Has getting a major sponsor taken some of the pressure off and allowed you more freedom in your racing?

Without a doubt. Microlon, for which Energy Efficient Systems of Cromwell, Connecticut is the major U.S. distributor, plus help from Castrol, Arai and Sky Cycles has given me enough financial assistance so if I do break down I don't have to worry. I have enough resources to get the bike back to 100 percent and head for the next race. Last year it was a race to race program and that puts a mental strain on your racing.

You're not the road racing carpenter anymore?

Although I did a bit of carpentry work last season, I haven't worked at anything but racing since Microlon came along. I do all the preparation on the bikes while Kevin Cameron does the cylinders and gives me technical advice. We work very close. Frank Shep does my machining and Kent Peterson also helps out. All my energies are now funneled into racing instead of being divided between my carpentry and contracting business and racing. It's definitely advantageous.

Do you anticipate being able to relax a bit once the season is over?

At least for a short while, but then I'll have to start working on getting starts in Europe, lining up sponsors and assessing my machinery. You've always got to be thinking about the next season at the end of the current one or else you'll get behind in preparation and it becomes really hard to catch up. You have to look at racing as a full time, year round job. I wish that every racer could take the same chance I have. If you want something bad enough then you've got to do everything in your power to get it.

Didn't you get into road racing a little late?

I was 20 when I started. I guess that is a little later than most riders. I was riding bikes when I was younger, but I didn't get turned onto racing until 1971. Daytona did it. I was sitting in the stands watching the 200 and said to myself 'I really have to try that someday,' although I knew it was stretching reality at that time. Later, I got a chance to ride an AAMRR club race and I was hooked. I got better, my machinery got better and here I am.

Having watched you for many seasons, I detect an air of confidence -- you believe in yourself and your machinery.

I have much more confidence in myself now than ever before. I'm comfortable on the 750 now, much more in tune with it. In the beginning I took a conservative approach with the 750. I went well at Loudon, but didn't at other tracks because I didn't feel comfortable. You have to respect the machine you ride, especially the 750 because it has so much power. I believe I have the ability now to control the bike no matter what the speed or situation and that has really helped my riding.

What's Richard Schlachter like at home?

My wife Susan and I have a really nice house right on the beach -- Hawks Nest Beach -- in Old Lyme, Connecticut. We have one kid -- we call it our kid -- it's a cat called Love. That's just about as many kids as we want at this point. I think that's being fair to ourselves because we just don't have the time or energy to put into children at this time. I've got a Hobie Cat sailboat which I bought after becoming interested in a friend's boat. It's a nice, enjoyable life in Old Lyme. The summer is a little hectic since it's a resort area, but the winters are quiet. It's a great place to relax.

Have you got a street bike?

Oh, yeah. I still do a fair amount of street riding when I have the time. I have a 1975 Yamaha RD350 which is pretty well stock except the foot pegs have been moved and it has Dunlop K81's on it. I gas it up on the street every once in awhile. I also do a lot of woods riding on my Yamaha IT175. During the summer I really don't get much time to ride, but when the season is over I go as often as I can. Winter doesn't slow me down. I have an old 250cc CZ I've fixed up as an ice racer and I play with that a lot.

What about four wheelers?

We just have a regular middle class passenger car and my van. I've always wanted a sports car. However, whenever I get a chance to drive one it always seems I want to go really fast. It's one thing to go fast on the street on a bike, but in a car I feel it's a much more dangerous situation.

You went to Europe to run the French GP in May. What was that like?

It was quite an experience. I went non-stop for about two weeks starting with a Tuesday flight to Mosport Park (Canada) for their Victoria Day Sprints road race. I did a press conference there while my wife and Kent Peterson drove the van up. We did the race Saturday and Sunday and then loaded up for a straight drive back to Connecticut. We got there about 6 a.m. Monday, got all the luggage together and Kent and I headed for New York to get on a jet for England. While I was gone Kent had shipped the 500 so it would be waiting for us. We got off the plane in England Tuesday morning, picked up the transporter I borrowed, got the bike cleared through customs and headed for Paul Ricard in the south of France late that night. It rained all the way and the transporter -- a van-like vehicle -- had no windshield wipers so it was a battle all the way.

We got to the track Thursday morning, which was registration, so we were right on time. We had timed practice Friday which was two hours and fifteen minutes to get everything dialed in -- gearing, jetting, tires -- and get qualified at the same time. I was cutting good laps, at least I thought I was, until I got blown off badly by just about everyone else. Then I found out they had been at the track practicing Monday, Tuesday and Wednesday. My fast time was good for 36th in a 30 rider field. It was disappointing. Later, I sat down and evaluated the situation. I know where I went wrong and what I did wrong so I learned from the experience.

The bottom line is you have to race in Europe or the U.S. If you had a lot of time between races -- which you don't -- you might be able to do both.

It sounds as if the pressure is on from the moment you reach the track.

Right. Things are going bam, bam, bam and if you hesitate you're behind the eight ball right off. You miss 15 or 20 minutes of your practice and you're lost. It's so competitive you can't afford not to be running 100 percent all the time. I liked that. I'll be going over in the fall for a couple of international races. If I can pick up a really good sponsor then I might stay over in Europe next season. If not I'll race here and go to a few selected events. The level of racing there is so much different than here in the U.S. There are many more sponsors involved. Including myself, there are probably only about eight or so road racers in the U.S. who make their living at racing. The rest have jobs and race as a part-time job. In Europe there are many riders who only race for a living. It's a different ballgame.

It seems that you've always had a thing for Superbikes.

I love riding the (George Vincensi) Ducati, but I think Loudon was our swan song. We had tough luck at Daytona and didn't go to Talladega or Charlotte because I had prior commitments. I ran at Road America in Wisconsin and we were really under-powered there. You can't compete with the factory bikes. Until I get a really competitive ride then I'll pass on the Superbikes.

What about the Expert Lightweight class?

I enjoy riding the 250's. That's a really competitive class. Look at the battle Eddie Lawson and I had at Atlanta. The fans like that kind of close racing.

Do you think it was a good move to create a Formula One class where we have the 4-strokes in with the 2-strokes?

I think it was a very good move because it has already gotten three more factories involved (Honda, Kawasaki and Yoshimura's Suzuki). More brands mean more spectator interest. It's obvious the 4-stroke is competitive. Just look at what Wes Cooley did at Road America. What I feel bad about is it's still too expensive for a privateer to mount a good effort against the factories. Yet it's getting more people involved in racing and I'm all for that.

Who do you see as your toughest competition?

Everybody on the track at whatever race I'm in is my competition. You've got to beat every single one of them to win.

Any final thoughts?

Yes. I'd like to thank everyone who has had the confidence in me for providing moral and financial support. I think this is just a start of what will become better and better seasons for me. •

Suzuki shows

At the Ponca City NMA Championships, young Suzuki motocrossers sponsored by R & D Racing really put on a show.

In the 9 - 11 year old intermediate class, Scott Brown picked off four National Championships on both stock and modified versions of the RM-60 and RM-80.

He won four of the five events he entered!

In the 12 - 16 year old expert class, George Holland turned in a perfect performance in three separate events. He won every single moto in the 83cc stock, 83cc modified and 105cc classes.

Amazing!

Troy Blake and Rick Hemme took second and third in the 83cc and 105cc classes behind George Holland, making it a clean sweep for Suzuki in those two events.

Congratulations, guys! You're goin' places on those Suzukis.

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Muskegon National Hillclimb topped by McCutcheon, Hamilton

Honda-mounted Dave McCutcheon was the fastest rider up the Muskegon hill, setting a new record in the process.

By Rick Kocks

MUSKEGON, MI, AUG. 3

"It's a horsepower hill," remarked defending Grand National Champion Earl Bowlby just prior to the first rider's ascent of Mt. Garfield. "Find the right groove and keep the wheel on the ground...it's gonna be horsepower from there."

Favored riders in this year's Muskegon M.C. promoted hillclimb National horsepower war were current points leaders Lou Gerencer and Randy Gabriel, both sporting Harley orange and black jerseys. Seven points separated the two and each hoped he had the winning combination.

But at day's end, it was a red-white-and-blue jerseyed David McCutcheon who had harnessed horsepower and line for the overall victory. McCutcheon, a first year A rider, shattered the hill record by covering the 260 foot incline in a blistering 4.774 seconds. The previous record of 4.78 had been set by Jim Thompson on a Yamaha in 1978.

McCutcheon's Honda powerplant, built and tuned by Keith Robinson, was supplied by former Grand National champ Terry Kinzer. Kinzer, on hand to offer support to his father Willard's Gas class efforts, remarked, "Last year, David couldn't keep his B rig (a 500cc Honda) together. There just weren't enough high performance parts to take the strain. Willard and David are big buddies and we wanted to see what that motor would do...it's been layin' around my shop for four years."

So this year, McCutcheon moved into class A aboard an engine that had carried Kinzer to three Grand National Championships. The engine definitely had the horsepower but the frame needed some modification. After Chillicothe, the last climb before Muskegon, a six-inch extension was added to the swing-arm. "It made all the difference!," beamed McCutcheon from the winner's circle.

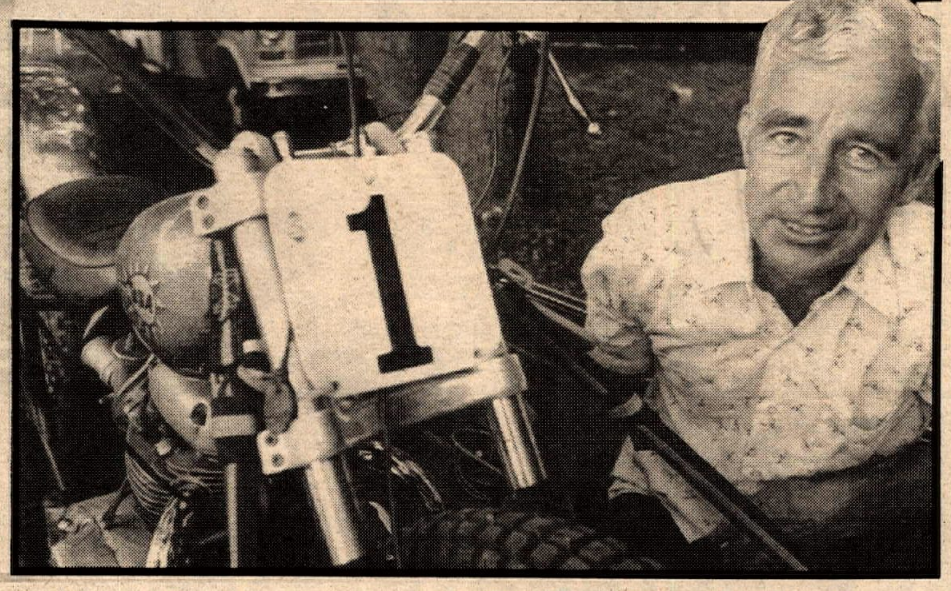
Doyle Disbennett on a Yamaha was the first round leader with a time of 5.049. "It won't last," he said between runs. "These guys have too much horsepower on me...I out rode them all at Chillicothe and finished fourth. Next year, I'm gonna have me some horsepower!"

And such was the case at Muskegon. At the start of round two, Randy Gabriel cracked into the fours with a 4.950. Kinzer clapped Gabe on the back and said, "Now comes the hard part...waitin'!"

But neither Gabe nor the crowd had to wait long as McCutcheon sized up the hill, selected a line and let rip with his record-setting run. No one was to better his time although Disbennett did his best.

Disbennett, acknowledged by most to be one of the best riders on the circuit, turned in an impressively smooth ride of 5.049. "My kill button malfunctioned and the engine kept firing as the front end came up. When I let off the button a plug had already fouled and it was over," he said of his third place ride.

Defending champ Earl Bowlby finished seventh, just behind Lou Gerencer. Said Earl, "This might be my last season running for points. I



(Top) Randy Gabriel was second with a fine 4.950. (Above) Earl Bowlby on his BSA's power, "Sometimes enough to win, sometimes not."

don't like to be in a certain place at a certain time every weekend of the summer."

Triumph mounted John Hamilton drove from Cumberland, Maryland, for less than five seconds worth of riding. His first run, a 4.999, was never bettered in the B class. Defending Grand National champ John Williams on a Honda finished second with a 5.114. Third went to BSA mounted Keith Grooms with a 5.280.

The partisan Harley crowd finally had their moment as Tom Reiser topped the gas class with a 4.867. Defending champ Willard Kinzer crashed heavily after his first run and it was later reported that he had compacted two vertebrae. His time of 5.541 was good enough for second place. •

Results

Class A: 1. Dave McCutcheon (Hon) 4.774; 2. Randy Gabriel (H-D) 4.950; 3. Doyle Disbennett (Yam) 5.049; 4. Conley Newsome (Tri) 5.164; 5. Charles Casey (Yam) 5.209; 6. Lou Gerencer (H-D) 5.225; 7. Earl Bowlby (BSA) 5.244; 8. Mike Sabat (Nor) 5.330; 9. David Culross (Tri) 5.444; 10. Jim Thompson (Yam) 5.495; 11. David Deaver (BSA) 5.881; 12. Douglas Klont (H-D) 6.045; 13. Danny Holcomb (Tri) 6.140; 14. Lawrence Franz (BSA) 6.463; 15. Beese Wendt (Vin).

Class B: 1. John Hamilton (Tri) 4.999; 2. John Williams (Hon) 5.114; 3. Keith Grooms (BSA) 5.280; 4. Jim Clark (BSA) 5.365; 5. Harry Schreiber (Tri) 5.467; 6. Rex Simmons (Yam) 6.080; 7. Rodney Riddle (BSA) 6.107; 8. Robert Krauter (Tri) 6.213; 9. Ray Sterns (BSA) 6.273; 10. Larry Licht (Tri) 6.755; 11. Gerald Franz (H-D) 6.931; 12. Robert Deuser (H-D) 7.439; 13. Robert Hislop (Hon) 10.943; 14. Richard Haug (Tri) 245 ft; 15. John Hislop (H-D) 240 ft.

Gas Class: 1. Tom Reiser (H-D) 4.867; 2. Willard Kinzer (Hon) 5.541; 3. Keith Felton (Kaw) 6.105; 4. Conley Newsome Jr (Hon) 6.545; 5. Steve Krauter (Kaw) 7.583.

NATIONAL CHAMPIONSHIP POINT STANDINGS:

Class A: 1. Gerencer (82); 2. Gabriel (79); 3. Bowlby (67); 4. Disbennett (65); 5. Newsome (57); 6. Halcomb (52); 7. McCutcheon (51); 8. Sabat (48); 9. Culross (45); 10. Casey (36); 11. Thompson (34); 12. Klont (23); 14. Deaver (18); 15. Franz (17); 16. Vuchanics (16); 17. Johnson (6).

Class B: 1. Williams (87); 2. Clark (76); 3. Krauter (68); 4. Simmons (60); 5. Hamilton (58); 6. Grooms (57); 7. Riddle (45); 8. Schreiber (43); 9. Franz (39); 10. Haug (21); 11. Deuser (21); 12. Stearns (19); 13. J. Hislop (7); 14. Licht (6); 15. R. Hislop (3).

Gas Class: 1. Kinzer (86); 2. Reiser (73); 3. Newsome (39); 4. Raupers (38); 5. Krauter (24); 6. Felton (13).

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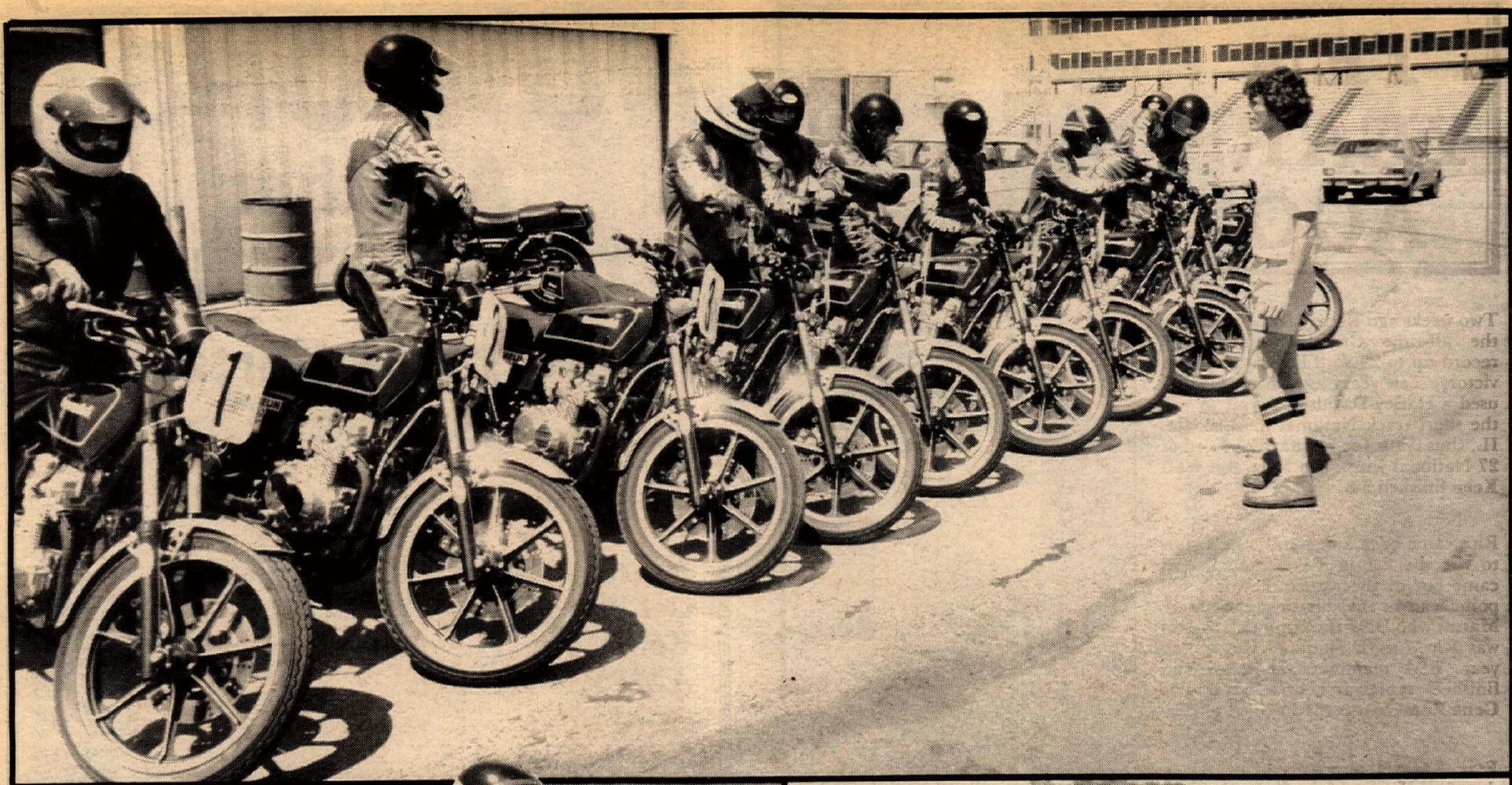
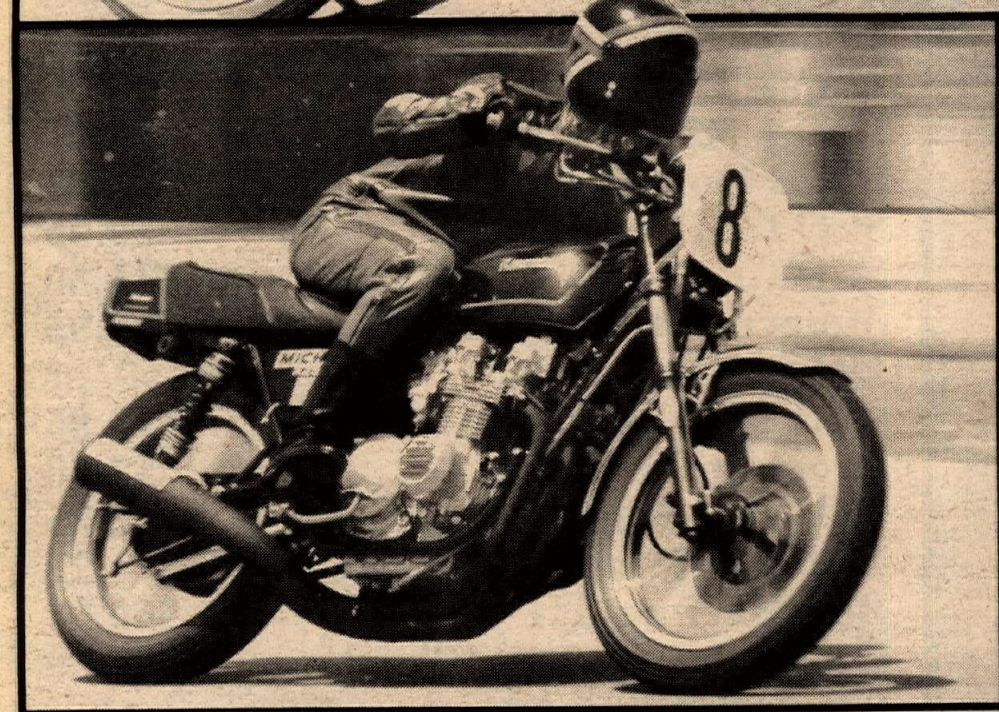
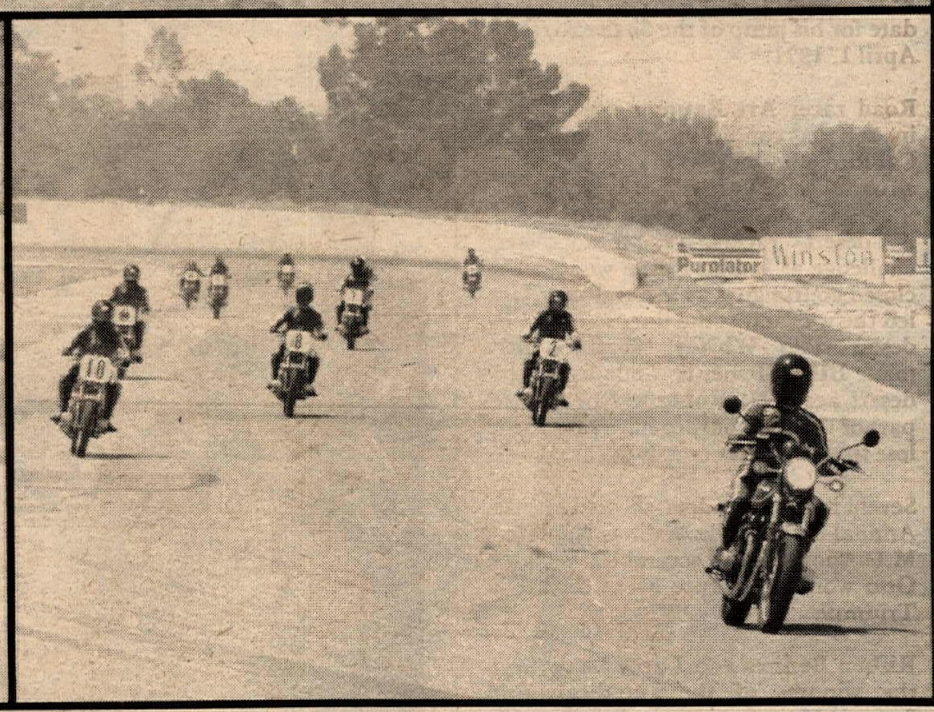






(Clockwise from top) First the students gather and get one of the school's KZ550s. Then a ride around following the instructor. Then they get down to it.

Keith Code's California Superbike School

GOING FAST IN A SUITABLE ENVIRONMENT

By Patrick Behar

For years, Keith Code has been teaching club road racers how to improve their skills and performance on the race track. But now he has decided to take his knowledge to the street and canyon racers.

The first sessions of the California Superbike School had just started at Riverside Raceway, and already numerous riders had gone around the famous road race track.

For them it is a rewarding experience. After 16 laps or 40 miles on the twisty 2.5-mile track they have discovered their limits and what it takes to go fast on a motorcycle.

The day started earlier with a theoretical session, with Code explaining the steering, braking, shifting and general racing attitude that the students will have to encounter while on the track.

And surprisingly enough, most of the students had very little to say about that blackboard session. "I'd rather be on the track doing all these things than sitting there," said one.

Richard Lovell, an ex-teacher at the British Motocycle Racing School, added "They love it. For them, it is an opportunity to ride as fast as they want or can in the safest conditions without having to worry about the CHP, campers coming the other way, blind corners or oily spots on the road. Half of them are here just to have a good time without the fears that canyon racing can give.

"Even if most of them do something wrong, they are pretty much OK, except that most of them go in to the corner way too early but they do know how to steer the bikes and how and when to brake. I can pretty much tell how they perform by the lap times that we take on every lap for all 10 of them that go on the track, and Keith discusses with them the problems they had and their times after the session is over."

The California Superbike school has four cylinder Kawasaki KZ550s equipped with Bassani superbike pipes, Lockhart oil coolers, low racing bars, Michelin PZ 2 tires, and S&W shocks. The students have a Vanson leather racing suit, a pair of road racing boots and gloves and Bell helmets for the time they are on the track so they do not need any particular equipment before getting there.

The students came from different backgrounds. Most of them are already going fast in the streets and the stack of citations issued by the officers of the CHP are getting higher, so instead of paying, they spend their money on the track.

Some are long time motorcycle riders interested in what and how it is to be on a race track. One of them told me that he had spent much of his time watching road races in California and at Riverside, and was curious to experiment with it.

And for one of two who are already club racers, it is a cheaper way to have some time on the track before the next race in order to get a better edge.

No matter what the reason, it seems that the California Superbike School is off with a good start and good intentions. All they need is more riders off the street and on the race track.

You can contact Keith Code at 213/484-9323 or Richard Lovell at 213/545-4450, or write to the California Superbike School, P.O. Box 3743, Manhattan Beach, CA 90266. ●

TEN YEARS AGO

Two weeks ago **Kenny Roberts** moved the all-time Grand National win record up to 29 with his Laguna Seca victory. Ten years ago, **Bart Markel** used a Harley-Davidson Sprint to win the short track National in Hinsdale, IL, thus tying **Joe Leonard's** record of 27 National wins. **Jim Rice** and **Neil Keen** finished 2-3.

Rice came back a day and a half later to win the Peoria TT National, and came out of the weekend with a 60-point lead in the standings over **Dick Mann,** who DNF the National. Peoria was Rice's sixth National win of the year. BSA teammate **Dave Aldana** finished second at Peoria, Triumph's **Gene Romero** recorded a third.

Evil Knievel announced the target date for his jump of the Snake River — April 1, 1971.

Road racer **Art Baumann** was listed in serious condition in a northern California hospital following a crash at a road race in Vacaville.

A desert racers vs. motocrossers challenge at Indian Dunes went to the closed course guys as MXer **John Rice** led the way across the line, followed by desert rider **Whitey Martino,** MX man **Bill Clements** and legendary desert ace **J.N. Roberts.** Roberts led part of the way, only to have his engine lose fire in a water crossing.

Seven hundred riders showed at the Annual Salinas Elks/Salinas Ramblers M.C.-sponsored scrambles. **Rick Otto** won the feature event on a 650 Triumph.

Ruben Benites and **Larry Shaw** were the winners of the Handicap and Scratch Mains, respectively, as speedway racing continued at Costa Mesa. **Jerry Singer** defeated **Billy Gray** in the Second Division Main, while **Jeff Ward** emerged as the minibike race winner, besting **Dave Carlson, Gene Woods** and **Jay Cox.**

The **Bureau of Land Management** released a brochure entitled "Operation ORVAC — Recommendations and Guidelines for the Management of Off-Road Vehicles on Public Domain Lands in California."

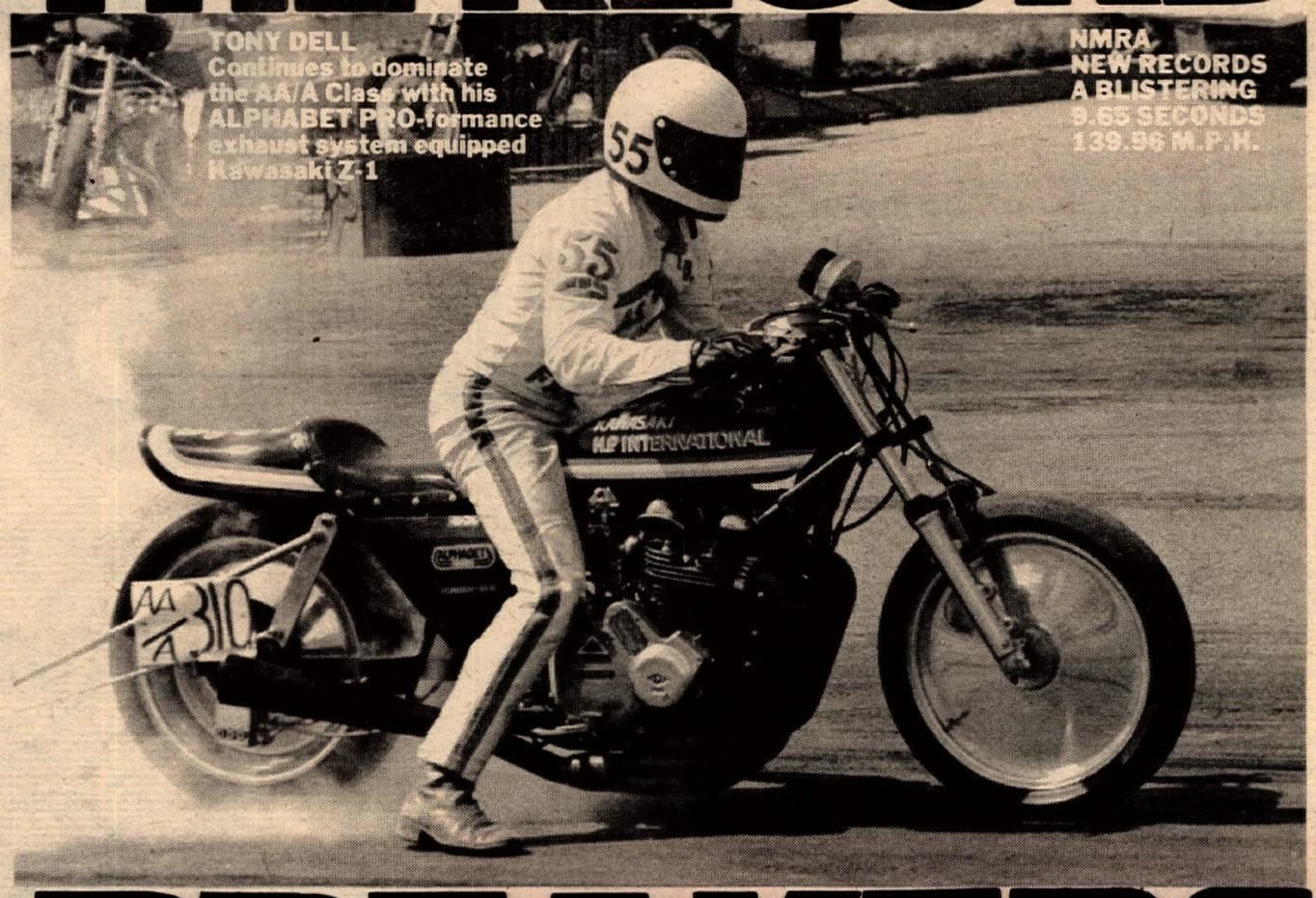
Up in northern California, **Carl Cranke** continued blasting the motorcross opposition, winning all three Senior classes at Hangtown Speedway.

Lloyd Houchins breezed to an easy win over **Eddie Mulder** in a half mile at Calistoga, CA. **Cris Bakke** and **Steve Wilson** were the Amateur and Novice winners.

San Bernardino County proposed an ordinance that would require mufflers on all motor vehicles operated in the county — no exceptions were listed.

A motocross race in Zillah, WA, saw a fierce duel in the Open class between **Jim Pomeroy** and **Norm Kopp.** It was close, but Pomeroy won all three motos.

THE RECORD



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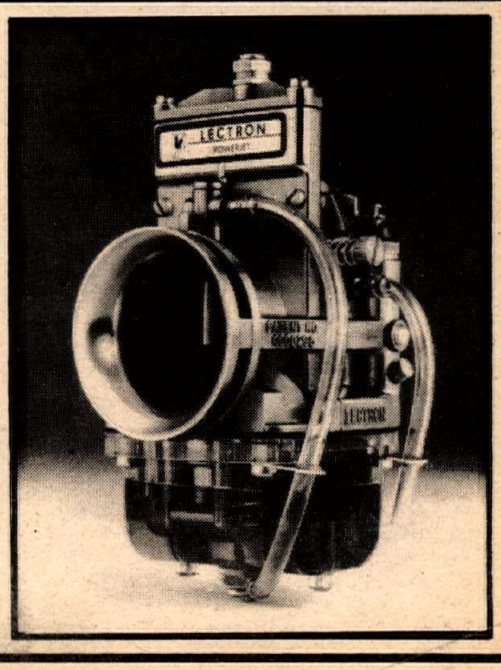
Rich Arnaiz wins the Novice event at Laguna Seca, Kevin Brunson finishes third. Both Yamaha mounted and Lectron Powerjet equipped.



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Team Honda's Andre Malherbe clinches Open Class title in Luxembourg.

Eleven races.
Nine moto wins.
Five overall wins.
And a grand total of 235 points. It all adds up to Andre Malherbe's first Open Class World Motocross Championship. And the second in a row for Honda.

Andre and his Team Honda Pro-Link™ RC450R kept the competition seeing red all year long, sewing up the title with a 3-3 finish at Luxembourg.

Not to be outdone, five-time World Champion Roger DeCoster finished 1-1. And promptly retired.

Is two in a row enough for Team Honda and the awesome RC450R? No way. Honda plans to do it again and again.

And again.

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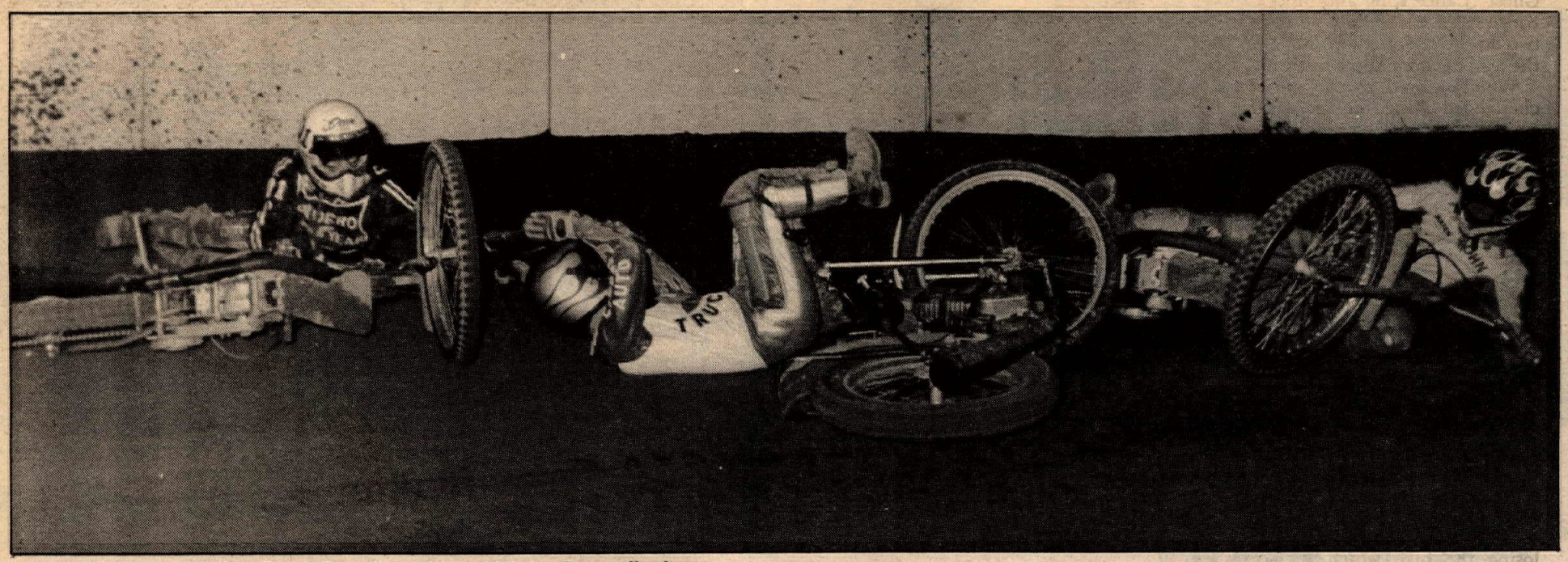
SPEEDWAY WEEK



Dave DeTemple watches Dubb Ferrell tumble and John Foster lie down.

Christian perfect in round 3 win at Cal Expo

By Jann Houston

SACRAMENTO, CA, AUG. 9

Perfect weather and perfect track conditions provided tonight's standing-room-only crowd with all the ingredients needed for thorough enjoyment of the long and anxiously awaited third round of the U.S. National Qualifier. Sacramento was ready and waiting as the officials and stars of the southern California speedway circuit arrived on the scene.

At the conclusion of the first two of three rounds, consisting of eight heats each, it was Kelly Moran, John Sandona and, of course, Alan Christian with perfect scores.

Going into the four heat Semi portion of the program, it was Christian and Sandona continuing their flawless evening with Moran taking a second in his third round heat losing the first place position to Gene Woods.

Making the transfer to the Semis turned out to be a mind-boggling experience for the officials as five riders tied for the three final positions. After much discussion and disagreement, the decision was made to seat two riders according to place of finish in their heat races, thus placing Columbo and Ferrell into the Semis. A tie-breaking runoff race between Eddie Ingels, Gene Woods and Shawn McConnell resulted in Woods moving into the 16th position.

In the first Semi, it was Christian in the lead from position three with Brad Oxley in a constant pressure situation threatening in every turn. Christian took the checkered moving him to the Main and Oxley to the Consolation. Charlie Morse was third and Woods fourth, experiencing mechanical problems on lap three.

The second Semi saw Lance King in the lead in turn one, holding on to win with Denny Pyeatt taking second after giving King one hell of a race. Dubb Ferrell was third and Sandona fourth after going down on lap two.

In the third Semi, Dave DeTemple got the holeshot from position two as Dave Faria, off the pole, showed him that the boys in northern California know the meaning of the word "fast." It was DeTemple who held on to win and transfer to the Main event sending Faria to the Consolation. Steve Columbo was third, Duane Yarrow fourth.

The wildest, most thrilling Semi of the evening was, without a doubt, Semi number four. It was Canadian Gary Ford who took the lead off the pole, but northern California's number one Mike Faria took the lead on the outside, in his most familiar "Faria Fashion", of turn four. At this point, it became a battle for second position between Ford and Kelly Moran; it was anybody's race, where second position was concerned, until turn three on lap four when Moran went down. Ford took second and Keith Chrisco third.

In the Consolation event, Pyeatt took the lead off the wall with Ford second until he came face to face with the track on lap two in turn two. At the checkered flag it was Pyeatt taking the win, Dave Faria second and Oxley third.

Throughout this season I have made every effort to avoid mention in my articles of any controversial subject. I feel, however, it would be unfair to the fans and readers if I *did not* mention the injustice done to Eddie Ingels tonight.

During the fourth event in round one, two riders, Jan Ballard and Bobby McClain went down in turn one on lap four as Ingels, who was in the lead, and Pyeatt in second were going into turn three headed for the checkered flag. At this point, for an undetemined reason, ref Irwin Moon ordered the red flag, and called the race official, reverting to the third lap as the official finish. Pyeatt was in the lead at that time and was therefore declared the winner.

The race is now under protest, and rightfully so. There was no danger to the fallen riders and the race was a half lap from completion. There was no reason to red-flag the race. Three scorers and four AMA officials present at the track tonight agree with the above statement and support the protest. A serious error was made costing Ingels dearly. Hopefully the wrong will somehow be justified!

Tonight's race closes the northern California speedway season. See you next year!

Results

POINT STANDINGS: 1. Alan Christian (70); 2. Brad Oxley (62); 3. Lance King (58); 4. Dave DeTemple (54); 5. Dubb Ferrell (51); 6. Denny Pyeatt (49); 7. Mike Faria (46); 8. Jeff Tomlin (40); 9. Keith Chrisco (39); 10. Bob McLain (34); 11. Eddie Ingels (31); 12. Duane Yarrow (29); 13. Charlie Morse (29); 14. Dave Sims (28); 15. Shawn McConnell (26); 16. Craig Schaeffer (26); 17. Dave Faria (26); 18. Gary Ford (25); 19. Steve Columbo (25): 20. Leni Faas (22); 21. Tom Ferris (22); 22. Mike Muntean (21); 23. Jan Ballard (21); 24. Glenn Hutchison (20); 25. Gene Woods (18); 26. Paul Orlandi (18); 27. Derek Gage (16); 28. Marc Prince (14); 29. Mike Delacy (13); 30. Moose Kennedy (13); 31. John Sandona (7); 32. Kelly Moran (6).

The Johns have it in Ventura

By Bill R. Locey

VENTURA, CA, AUG. 12

A couple of Johns — Sandona and Foster — were hot on the warm Tuesday evening as they took the Big Ones. The "Beer Night" patrons were also witness to an unexpected surprise — the Ventura Raceway debut of "The Menacing Midget," Kelly Moran. Only a week and 30 minutes late, which earned him a minus 12 for his nonappearance at last week's Qualifier here, Moran nonetheless arrived in style by helicopter and was able to take his Scratch rides. While a number of riders decided to stay home and save themselves for next week's final Qualifiers, the write-ins filled in admirably.

New faces included T.O.'s Randy Marsh (back from a sick bike), S.B.'s Mike Peddicord (back from a broken wrist), and winner of the Flash From the Past Award, Troy McKee (just plain back). McKee first rode speedway back in 1970 and hasn't ridden since 1976, and while shedding some rust, managed a second in the Handicap Consy. Dennis Bransford, Bobby Hill and Eddie Clark, yearlong survivors of Second Division racing, made their D-1 debuts.

But the big story in the Handicaps was the probable Rookie of the Year, John Foster of Buena Park. In only his second D-1 ride, Foster off the zero made the most of his opportunity, winning his heat easily and finishing behind Lance King in the Semi.

In the Main, Foster performed flawlessly and by the time King could get into a position to challenge, it was too late as Foster held him off for the final lap. Watch for Foster to really hit the big time next year. Also notable was another star of the future, Eddie Clark, who narrowly missed making the Main.

Denny Pyeatt, King, and 16-year-old Steve Lucero won easy Scratch heats. And in his first ride, Kelly Moran, fourth place finisher in the 1979 World Finals, blasted between Bobby McLain and Randy Marsh for a second place finish behind Charlie Morse in the final Scratch heat race.

Sad to say, the Bummer of The Night involved Morse, a track regular. In a Scratch semi, Mike Curoso got it too far sideways too soon and went down in turn one. Trailing, Morse tried to go around, almost did, but caught a peg, flipped and skidded into the wall on his back. He was taken to the hospital with injuries to his hip, wrist and shoulder, but later released. The red flag gave John Sandona the win; he had a huge lead anyway. Moran was a blur in the other Semi.

In the Main, Sandona got the gate and left Moran, Pyeatt, and King to chase him around the one-fifth-mile oval, waiting impatiently for the mistake that never came. It wasn't very exciting, but it was pretty darn convincing as Sandona won by six lengths. That was John's first Scratch win here after an earlier Handicap win, putting him on a par with last year's total.

In the Second Division Main, it was Wes Randolph of Bloomington waiting until the third lap to pass Dennis Abbott in what became a rout.

And in D-3 action, Victor Robledo, who got about five feet before crashing in his debut here a few weeks ago, went a lot further and faster last night. And for the second time this season (drum roll, please), no D-3 crashes! Also memorable was the premiere of Randy Monroe of Upland who passed his rider's test earlier in the evening, and is so new he doesn't have a number yet. Passing riders on the outside and generally looking good, Monroe won his heat and finished fourth in the D-3 Main.

Results

SCRATCH MAIN: 1. John Sandona; 2. Kelly Moran; 3. Denny Pyeatt; 4. Lance King.

HANDICAP MAIN: 1. John Foster; 2. Lance King; 3. John Sandona; 4. Tom Morley; 5. Steve Lucero; 6. Charlie Morse.

SECOND DIV: 1. Wes Randolph.

THIRD DIV: 1. Victor Robledo.

MATCH RACE: 1. Kelly Moran def. Lance King.

Christian and Sims successful at San Berdoo

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 13

Alan "Crazy" Christian picked up his sixth Scratch Main victory of the season and second in a row at John LaDouceur's Inland Motorcycle Speedway Wednesday night. Christian took the lead at the start over Gene Woods, the "Lil

Ghost" Lance King and Mike Curoso. King edged ahead coming out of turn two on the opening lap, but Alan had the lead back for keeps by turn three.

Woods moved to the outside and challenged King for second on lap two. Woods was able to pull even but couldn't get by King, who was celebrating his 17th birthday. Curoso went down in turn three on lap two and retired for the night. Christian held the lead for the remaining two laps to the checkered with King breathing down his neck in second. Woods came in third with Curoso getting credit for fourth.

Dave Sims took a hard fought victory for his first IMS Handicap Main of the season. The newest star of speedway, John Foster (the former desert racer has only ridden in First Division three times and has recorded two Handicap Main victories and one second) took the lead on the start over Dave Miller and Sterling Cogar. Cogar did a spectacular wheelie in turn one losing the bike which then crashed heavily into the turn two crashwall.

Foster continued to lead over Miller and Lance King. King then fell in turn one on lap two dropping him back to fifth. Sims had worked his way up to third and took second from Miller at the end of lap three.

Sims, using the outside, then chased down Foster and took the lead at starter Sid Sutton's white flag. Sims hung on for the victory with Foster coming in a close, well deserved second. Miller was third followed by Tom Morley (on Steve Nutter's bike), King and Cogar.

Tom Burmeister copped his first IMS Second Division victory of the season. Burmeister hardly worked up a sweat as the Main was red-flagged when Shane Hawley got an early roll off the line.

On the restart, Paul Belisle and Dennis Bransford moved out front going into turn one. Steve Lucero took the lead coming out of turn two. Bransford then crashed heavily into the turn four crashwall bringing out another red.

At this point, referee Irwin Moon called the race with Burmeister being awarded the victory. Lucero later objected the officials' decision saying he had been in front when the red was dropped. The official decision held with Burmeister getting the victory being followed by Tom Hughes, Belisle, Hawley, Lucero and Bransford.

Ken Williams took his first IMS Third Division victory of the season. Carl Shockley took the lead over Steve Rogers at the start. Williams quickly got by the lead pair and never looked back. Jeff Havacko began picking off traffic, getting by Rogers for third on the back chute on lap two and taking second from Shockley at the end of lap two. Shockley pulled into the infield with mechanical problems on lap three and Don Bovee fell at the end of lap three. At the checkered it was Williams with Havacko a close second followed by Rogers, David Alvarez, Bovee and Shockley.

David Hancock took the lead over crowd favorite "Lil" Ronnie Corey coming out of turn four on the final lap of the Junior Speedway Main. Corey had led the entire distance until he bobbled in turn four on the final lap. Corey was able to finish a close second to Hancock at the checker.

One of the biggest cheers of the season took place during a Junior Speedway heat as Corey took the victory. The crowd at IMS has fallen in love with the little rider and he is one of the most popular riders at the track.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Lance King; 3. Gene Woods; 4. Mike Curoso.

HANDICAP MAIN: 1. Dave Sims; 2. John Foster; 3. Dave Miller; 4. Tom Morley; 5. Lance King; 6. Sterling Cogar.

SECOND DIV: 1. Tom Burmeister; 2. Tom Hughes; 3. Paul Belisle; 4. Shane Hawley; 5. Steve Lucero; 6. Dennis Bransford.

THIRD DIV: 1. Ken Williams; 2. Jeff Havacko; 3. Steve Rogers; 4. David Alvarez; 5. Don Bovee; 6. Carl Shockley.

JR SPEEDWAY: 1. David Hancock; 2. Ronnie Gray.

Adamo and Lucero on the go at Ascot

By Gary Hoffman

GARDENA, CA, AUG. 14

Tonight at J.C. Agajanian's Ascot Park, 16-year-old Steve Lucero made his first appearance, coming down from northern California and riding for his first time on the big quarter-mile track. Wearing number 11N, this is Steve's first year riding the big bikes after four years of Junior Speedway.

But you'd think from the way he rode, he'd been here all year. Winning his first two heat races and defeating Moose Kennedy in the Feature Match Race (after Moose had a mechanical problem), Steve's impressive riding got him all the way to third place in the Handicap Main, even coming in ahead of Ascot veteran Brad Oxley.

Tonight also brought more surprises. Not only did half of the First Division riders not show up, but half the ones who did took a hard spill on the track.

But let us get on to what counts, i.e. the Main events. Second Division was won once again by Dennis Bransford. This is getting much too easy for Dennis as he came from the 20-yard line battling for third position on the first lap with Eddie Thurman, then passed the speedy bike of Randy Songer and moved into first when Craig Young dropped out. Dennis held on to first with Thurman and Songer not too far behind.

Randy Songer, by the way, is still in his diapers so to speak, as far as how new he is to speedway and he keeps on showing everyone each Thursday. Keep your eyes on Songer for next year.

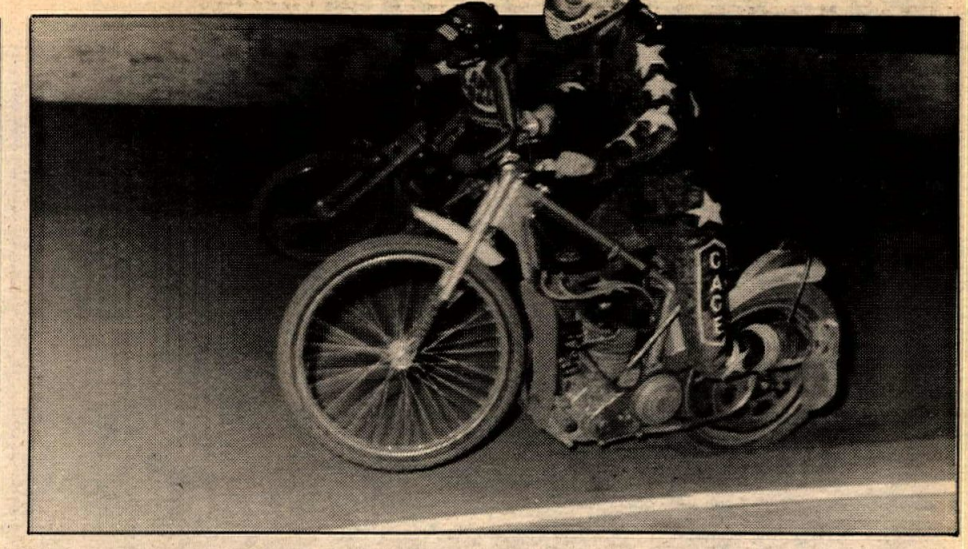
In the Handicap Main event, Lucero shot out first coming from the 20-yard line with Frank Adamo and Denny Pyeatt hot on his trail. Lucero was still hanging on to first on lap two, but only by a thread now as Adamo slid under him in the first turn of the third lap and Pyeatt slid by in the second turn on the last lap placing Lucero in third with Pyeatt in second and Adamo taking the trophy.

Somehow at Ascot, the most exciting race is always the last race, the Scratch Main. Pyeatt drew the outside position with Adamo next to him in the number three spot. Sandona was in the number two spot and Kelly Moran would have been in the pole position had he decided to ride.

Adamo, itching to win both Mains, almost broke the tape, though he'd probably have to push it out into turn one someplace before those tapes would break.

With the start it was Pyeatt who shot out first then Adamo and Sandona running a close third. On the second lap, Sandona pulled out with mechanical problems so now it was a two-man race — Pyeatt and Adamo, two equally fast veterans of the quarter-mile battling for the checkered, or more than that just the fun of beating the other one.

Adamo gave it everything he had riding low while Pyeatt took the high road. In the very last stretch, it looked as though Adamo would have enough momentum to push him past Pyeatt, but he fell short by about a half a bike allowing Pyeatt the win.



Derek Gage gets a little out of shape at IMS. Dave Sims is outside.

Ending on a bit of a sad note, Marty Spellman announced he has retired from speedway. Marty related that the main reason was lack of funds. No sponsor. It's a shame to see a dedicated rider with his heart in speedway not able to ride for all of us to enjoy while as soon as some other riders get a few sponsors, they're off to another country after all our support.

Results

FEATURE MATCH RACE: 1. Steve Lucero def. Moose Kennedy.

SECOND DIV MAIN: 1. Dennis Bransford; 2. Ed Thurman; 3. Randy Songer.

HANDICAP MAIN: 1. Frank Adamo; 2. Denny Pyeatt; 3. Steve Lucero.

SCRATCH MAIN: 1. Denny Pyeatt; 2. Frank Adamo; 3. John Sandona.

Moran magnificent at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, AUG. 15

"No more practice." That's the word after tonight at Costa Mesa. This was the last Friday night for riders to figure out what they'll do in the Nationals, because next Friday is the final round of the National Qualifiers and for some, like Kelly Moran, it might very well be a do-or-die situation. Kelly is in approximately 22nd place and with only two rounds left (IMS and CMS), he will be doing as much of his magic as he can muster.

Moran came out in event number one and proved that he had lots of that "magic" left. He rode everywhere except in the stands, mostly to see where he could ride next week.

The riders weren't the only ones getting ready for the Qualifier here. Harry Oxley's track crew had the track in outstanding condition getting it ready for the second biggest race of the year.

Some of our top riders were rushed off to New York for some sort of a demonstration. Keith Chrisco and Lance King were just a couple who were missed.

In event number 16, a Second Division Heat, Paul Belisle and Pat Hawley unfortunately met on lap two in a crunch of flying bikes and spinning heads (mostly Belisle's). Pat's bike spun around and Paul caught his front tire right upside the helmet. Belisle was all right, though, and walked off the track. The race was red-flagged and called an official race with Hawley making the transfer.

The match race was between Bobby McLain and Shawn McConnell. McLain took the gate but McConnell moved out front in turn two and stayed there to finish about two bike lengths in front.

The Third Division Main was doomed to be a weird race. It began with all the riders so over-ready to race that there were about five rolling starts. When it finally did get underway, it really did get going, unfortunately one lap too many, but the extra lap didn't affect the outcome. Rusty Jennings had just passed Victor Robledo the lap prior and when they backed it up Rusty still took first with Victor second. Finishing third was Carl Shockley.

The Second Division Main brought back George Armas (who last week got bumped ass over applecart out of the Main). This time no one bumped George, no one even got close. He rode a good race and never looked back. Second was "Flying" Pat Hawley with Jeff Havacko third.

The Handicap Consy was one of the closest races of the night. There were three starts, but once that was over with, it was a tight race.

Dave Miller actually took the gate, but John Foster passed him on lap one. From then on, it was the three bikes of John Foster, Miller and Dave DeTemple within about a foot of each other. They seemed to spread apart in the straightaways, but in every corner they were all so close that if Foster had turned around, he would have hit either Dave with his helmet. That's how they finished, though, Foster, Miller and DeTemple.

The Handicap Main, the only Main event Alan Christian rode tonight (that's right, Alan didn't make the Scratch Main), saw Derek Gage bump Christian on lap two and cause a restart. On the restart, Alan's string of bad luck continued on the second lap as he went down and finished fourth, although he did get back up and give it an effort. Phil Gagnon won with Shawn McConnell taking second over Mike Curoso.

The Scratch Main and Kelly Moran; that just about tells it. Kelly took the gate, but instead of easy riding, Moran gave it all he had. He had to as Curoso was hot on his rear tire. Moran again was everywhere on the track, outside, inside and almost upside down. He probably covered enought ground to make seven laps. It was a very impressive ride. Curoso finished second with Craig Schaeffer third and Mike Muntean fourth.

Results

SCRATCH MAIN: 1. Kelly Moran; 2. Mike Curoso; 3. Craig Schaeffer; 4. Mike Muntean.

HANDICAP MAIN: 1. Phil Gagnon; 2. Shawn McConnell; 3. Mike Curoso.

SECOND DIV. MAIN: 1. George Armas; 2. Pat Hawley; 3. Jeff Havacko.

THIRD DIV. MAIN: 1. Rusty Jennings; 2. Victor Robledo; 3. Carl Shockley.

Western hotline

Andy Northrup leads Jim Tarantino in CMC Saddleback 250cc Pro competition.

Gibson unbelievable at CMC Saddleback

By Mike Klinger
ORANGE, CA, AUG. 6

Factory Honda rider Jim Gibson needed some help this past weekend at the Continental Motosports Club motocross at Saddleback Park. Gibson wanted to race this past weekend but could not find a scooter to ride, so Kelvin Franks brought out his two Franks Racing machines and Gibson made short work of the competition. Gibson had only ridden the bikes a little on Saturday, but come Sunday he was unbeatable.

In moto one of the 250cc Pros, Gibson started his charge. He was first off the gate with Andy Northrup (Hon), Jim Tarantino (Hon) and Bryan Maloney (Hon) making up the top four. By lap five, Tarantino had moved ahead of Northrup, and Maloney and Val Tamietti (Mai) were in a heated battle for fourth. Back in the pack Gaylon Mosier (Kaw) and Gary Semics (LOP Yam) were cutting their way up to the leaders. Near the end of the moto, Maloney made a mad charge and overtook Northrup for third and Mosier was now in striking distance of fourth place. At the checkered flag, Gibson won by a wide margin, Tarantino was second, then came Maloney, Northrup, Mosier and Tamietti.

At the drop of the gate of moto two, Gibson was nowhere to be found. Northrup had grabbed the lead with Semics, Tarantino and Mosier in close quarters. Gibson, after having the carburetor choke activate a number of times going up the start, was hung up in 15th place. On lap six Kawasaki-mounted Mosier took over the lead and began to pull the field. Gibson had moved up to fifth in six laps and look out! Wtih Tarantino and Northrup holding on to momentarily stable positions, Husqvarna-mounted Dave Gerig was in fourth and unfortunately Gibson's next victim. By lap 12, Mosier had slowed to adjust his throttle cable, allowing Tarantino to pull right up on the Uni-Trak. On the second to last lap, Gibson had overtaken Tarantino and a misshift by Mosier allowed Gibson to take the lead and the win for a 1-1 tally after being down and out. Tarantino (2-3) had the second best score ahead of Mosier (5-2), Northrup (4-7) and Gerig (8-4).

Gibson again made shambles of the Open Pros. Gibson rode the Franks Racing four-stroke Honda to a 2-2 score for first overall. In moto one, Mosier, on the 420 Kawasaki got the holeshot with Gibson and Tamietti (Mai) second and third. Mosier went on to win fairly handily but Gibson, not having ridden the "Franks Four" extensively, had some trouble. Gary Semics (LOP) made his move on lap eight for second, and took that position but fell lame for a couple of minutes with mechanical problems then regained his power. CMC's Open class points leader, Val Tamietti (Mai), ran a strong third behind Gibson and ahead of Semics.

Semics won moto two of the Open Pros but not until the front runners had a personality clash. Mosier had been leading again and in the middle of the moto, the Kawasaki slipped out of its line and Gibson was right there to plow into Mosier. Semics took the lead, Gibson was momentarily detained and Mosier decided not to complete the moto. Gibson's 2-2 score was good enough for the overall with Semics placing second with a tally of 4-1. Tamietti (3-3) was third.

In the 125cc Pro class Tibbs McCullough (Yam) won both motos but not until he battled with Mike Beier (Yam) hand and foot. Beier got second overall with a 2-2 point total and Richard Hume (Yam) was third.

Results

MINI JR: 1. T. Lineham (Yam); 2. B. Bearse (Kaw).
MINI INT: 1. J. McManus (Suz).
125cc JR: 1. C. Herma (Yam); 2. M. Hanley (Hon); 3. D. Myron (R&D).
250cc JR: 1. K. Kopecky (Suz); 2. J. Padilla (Suz); 3. K. Meeks (Suz).
500cc JR: 1. M. Stroup (Suz); 2. K. Baxter (Mai); 3. K. Agalsoff (Kaw).
125cc INT: 1. V. Butler (Yam); 2. R. Hoffman (Suz); 3. S. Brown (Suz).
250cc INT: 1. D. Ashcraft (Hus); 2. P. Riddle (Kaw); 3. M. Blake (Hon).
500cc INT: 1. F. Steiner (Mai); 2. K. Hamilton (Suz); 3. D. Pisarski (Suz).
125cc PRO: 1. T. McCullough (Yam); 2. M. Beier (Yam); 3. R. Hume (Yam).
250cc PRO: 1. J. Gibson (Fra); 2. J. Tarantino (Hon); 3. G. Mosier (Kaw).
500cc PRO: 1. J. Gibson (Roo); 2. G. Semics (Yam); 3. V. Tamietti (Mai).

Lewis, Lamb land CRC night mini-cross wins

By Nanette Marie
VALENCIA, CA, AUG. 8

A good turnout of riders were in hand at the Indian Dunes night minicross course for another race of the California Racing Club's Tri-Valley Suzuki Dealer's Summer Night Motocross Series Friday. As usual, a drawing was held for a Suzuki Dealer's gift certificate, as well as trophies and gift certificates to class winners, with qualifying for the drawing at the end of the series for the Suzuki RM 80 and a Marantz stereo system.

In the Pee Wee class, Jimmy Chamberlin grabbed the holeshot, but went down in the first turn and Ronnie Densford took over with Bradley George and Tony Sulek behind. George quickly passed Densford and that started the two-way battle. Densford pressured heavily the first half of the moto, but George was not intimidated by the overpowering Italjet. But it finally took its toll on the little six-year-old Suzuki pilot, and George slid out just after the halfway mark. That left Densford way out in front, and Sulek also rode into second while George got going again in third, ahead of Chamberlin. Four laps from the finish Densford's bike stalled on him in a tight hairpin, letting Sulek and George by. Sulek had a good margin over George and held on to win, but George and Densford ran their race right to the wire. In the last straight, Densford powered right on by to take second by a wheel.

Moto two was all Densford's as he took the holeshot and pulled a wire-to-wire win. George got off dead last, but in the first turn roosted past Chamberlin and Sulek for second. He rode this position for five laps, trying to reel in Densford. But George bogged his mount, and it took him too long to get the momentum back up, which gave Chamberlin an excellent run into second. Sulek also passed, but George got by Sulek quickly, and closed the gap instantly on Chamberlin. Trying to pass Chamberlin on the inside of the sweeper in front of the start line, George went down again, right in the same spot that claimed him in his first moto. This gave Chamberlin an easy run in for second with only a couple laps remaining, and Sulek went on to take third with George fourth.

In Junior Cycles, Kyle Lewis continued his undefeated string of moto victories and overalls with a 1-1 ride. Danny Lamb put together a two-moto sweep of the Junior Cycle Stock Novices, while right behind him Bubba Ericksen out-rode Kris Vensel for second place honors. Toby Lawes took a two-moto victory in the 83cc Stock Novices to defeat newcomer Mike Hammond and Troy Welty, while in the Beginners, Jim Callier grabbed the 12 and over portion, with the 9-11 overall going to Chris Cole, just ahead of David Chambers.

Results

PEE WEE: 1. Ronnie Densford (Itj); 2. Tony Sulek (Suz); 3. James Chamberlin (Itj).
83cc STK NOV: 1. Toby Lawes (Yam); 2. Mike Hammond (Suz); 3. Troy Welty (Kaw).
83cc STK BEG 9-11 YRS: 1. Chris Cole (Suz); 2. David Chambers (Yam); 3. Jeff Dunlap (Suz).
60c JR CYCLE NOV: 1. Danny Lamb (Yam); 2. Bubb Erickson (Suz); 3. Kris Vensel (Yam).
60cc JR CYCLE INT: 1. Kyle Lewis (Yam).
0-83cc STK BEG 12 & OVER: 1. Jim Collier (Kaw); 2. Guy Giffin (Suz); 3. Ron Schmidtline (Suz).

Simons, Kline shine at CRC night MX

By Nanette Marie
VALENCIA, CA, AUG. 8

With the evening's warming up and the summer night motocross season picking up into full swing, the California Racing Club had a good turnout of riders at the International Track of Indian Dunes for another race in their Tri-Valley Suzuki Dealers Summer Night Motocross Series Friday evening. Thanks to the Suzuki dealers, Marantz Stereos and Kal-Gard, the competitors all got a chance to win a pair of Marantz speakers being drawn for at the halfway point in the night's racing action, or gift certificates for the class winners, and Kal-Gard lubricants to those who finished up high in their class.

In the Pros, each class winner swept both motos for his overall. In the 125s, it was Simi Valley Honda pilot Jimmy Simons grabbing the glory ahead of Ricky Arnold's 4-2 tally, which bested John Drury's 3-3, and series 125cc points leader Mark Moscrop's 2-6. Moscrop got off in the second moto while running right behind Simons, and could not get it back up and going at a good enough pace to regain the position he lost. For the 250s, Kal-Gard/Yamaha sponsored Bobby Kline was the top banana, as he beat the battle for second between Ron Tolleson and Andy Segale. Each rider had a two and a three on the scorecards, but Segale's better second moto finish earned him the runner-up overall cash. And in Open confrontations, International M/C's Mark White ran away with a pair of moto wins and the overall, while Brian Vargas tallied a pair of seconds and the same in the overalls. Bill Edrington rounded out the top three with a pair of thirds.

Some of the best racing went on in the Intermediate ranks. Starting with the Minis, Richie James took his Suzuki to a pair of moto wins to defeat Bobby Simons, while in the 100s, Zoli Meszaros came back from a first moto second to win the second moto and the overall ahead of first moto winner Mark Davenport. Veteran Intermediates belonged to Bob Dunham after he beat Yamaha-mounted Keith Phillips in both of their motos, while in 250cc action, Scott Boek's 2-1 was what it took to earn the overall. First moto winner John Biffle got off hard on the first lap of the second moto and came around in dead last, with a bent bike, and out of contention. Finally the Open Intermediates went to Mark Glasimier.

Results

MINI BEG: 1. Jim Spotts (Suz); 2. Tony Alessi (Yam); 3. Mike Hogness (Suz).
MINI NOV: 1. Jeff Barbacovi (Yam); 2. Stagg Summers (Yam); 3. Tony Puga (Kaw).
MINI INT: 1. Richie James (Suz); 2. Rob Simons (Yam); 3. John Gersjes (Kaw).
125 PRO: 1. Jim Simons (Yam); 2. Ricky Arnold (Suz); 3. John Drury (Yam).
250 PRO: 1. Bob Kline (Yam); 2. Andy Segale (Mai); 3. Rob Tolleson (Yam).

OPEN PRO: 1. Mark White (Yam); 2. Brian Vargus (Yam); 3. Bill Edrington (Yam).
OPEN NOV: 1. Bill Andrews (Hus); 2. Rocky Hash (Mai); 3. Dan Martens (Suz).
CRC VETS JR: 1. Ron Cole (Suz); 2. George Thomas (Mai); 3. Mike Taylor (Yam).
CRC VETS INT: 1. Bob Dunham (Yam); 2. Keith Phillips (Yam).
250 INT: 1. Scott Boek (Hon); 2. Kent Bartels (Hon); 3. Reggie Lamson (Suz).
OPEN INT: 1. Mark Glasmeier (Yam).
250 NOV: 1. Doug Russell (Yam); 2. Craig Stanton (Yam); 3. Rhe Helms (Yam).
OPEN BEG: 1. Ronnie Lewis (Yam); 2. Rick Padgett (Yam); 3. Larry McDaniel (Kaw).
250 BEG: 1. Glenn Malquist (Yam); 2. Jimmy Holman (Hon); 3. George Lawes (Kaw).
125 INT: 1. Frank Pilato (Yam); 2. Bob Bryne (Hon); 3. Ed Ho (Yam).
125 BEG DIV I: 1. Tony Pulliam (Yam); 2. Richi Truchinski (Yam); 3. David Antillan (Yam).
125 BEG DIV II: 1. Marco Folchi (Hon); 2. Tony Rodriguez (Suz); 3. Brian Stevens (Yam).
125 NOV DIV I: 1. Chris Sestich (Yam); 2. Mike Wolfe (C-A); 3. Tate Satterfield (Yam).
125 NOV DIV II: 1. Rick Engelhardt (Suz); 2. Joe Lundgren (Yam); 3. John Spar (Yam).
100 BEG: 1. Jeff Hall (Suz); 2. Pat O'Connor (Yam); 3. Erik Slogren (Yam).
100 INT: 1. Zoli Meszaros (Yam); 2. Mark Davenport (Yam); 3. Rick Houghtaling (Suz).

Speedway 117 MX to Borun, Klocksieben

By Rod Eschenburg

CHULA VISTA, CA, AUG. 6

The Junior classes really stole the show in Speedway 117's weekly Wednesday night Coca-Cola Championships. In the 250cc class, Mike Borun (Yam) may have gone two for two for the overall, but it was a five-way dogfight all the way in each moto as point leader Chuck Kecskes chased him to the wire in the first moto and Steve Bolger did likewise in the second go-'round. Both motos featured five riders running in each other's hip pocket all the way. Kecskes hung on for the second and Bolger grabbed third over Frank Thomason who had a tie-breaker over fast improving Ronnie Seymour for fourth.

While Jim Klocksieben went two for two for the 125cc Junior win, again all the action was right behind him or in the first moto ahead of him as David Crowson went out while leading the first round and Scott Allen came up with his best effort yet for two seconds. Tim Earls took a hard fought tie-breaker third over Scott Bowman while point leader Mike Kincheloe let everyone thrash and bash (and crash) and cruised to a fifth.

Those Mini Juniors keep coming out in larger numbers each week and this week was no exception as the 15-rider field produced a great tie-breaker win by first year rider Mike Gilmartin (Suz) who took a 3-1 finish to blast favorite Mitch Palmer's 1-3 effort. Palmer is another new rider. Third spot went to another new rider, Robert Discartin, who edged point leader Kevin Nolan.

In the "biggie" classes, 125cc Pro point leader Rick Johnson returned from his highly successful Washington trip to run away with his specialty, and Bill Curran scored an upset win in the 250s as Kirk Grissom fell after looking like he was home free.

On September 17, Speedway 117 will be the host of a CRC Qualifier for the big first ever San Diego Stadium Amateur Supercross to be held on October 26.

Results

250cc PRO: 1. Bill Curran (Yam); 2. Ed Telles (Yam); 3. Kirk Grissom (Hon).
125cc PRO: 1. Rick Johnson (Yam); 2. Jack Keese (Suz); 3. Joaquin Picazo (Yam).
500cc INT: 1. Craig Infeld (Mai); 2. Ric Mahlmeister (Yam).
250cc INT: 1. Pete Sampo (Suz); 2. Mark Seymour (Hon); 3. Rick Kenyon (Yam).
125cc INT: 1. Jon Faure (Hon); 2. Tom Hanley (Yam); 3. Larry Butler (Yam).
500cc JR: 1. Steve Hitt (Suz); 2. Tom DiDomenico (Suz); 3. Ken Earle (Mai).
250cc JR: 1. Mike Borun (Yam); 2. Chuck Kecskes (Hon); 3. Steve Bolger (Yam).
125cc JR: 1. Jim Klocksieben (Suz); 2. Scott Allen (Hon); 3. Tim Earls (Suz).
MINI JR: 1. Mike Gilmartin (Suz); 2. Mitch Palmer (Suz); 3. Robert Discartin (Suz).
ATC CLASSES
110cc STK: 1. Jim Blatnik; 2. Jerome Mason; 3. Mark Webber.
91cc-112cc MOD: 1. Tim Hoy; 2. Tom Gaian; 3. Corki Moore.
113cc-132cc MOD: 1. Tracy Dickson; 2. Todd Tierney; 3. Davis Mueller.
OPEN: 1. Mark Weixeldorfer; 2. Perry Thompson; 3. Duce Stewart.
OPEN MOTORCYCLE: 1. Don Graham; 2. Ace Williams (Jawa); 3. Mario Cioe (Yam).

Fisher, Butler, weather hot at Barona Oaks

By Rod Eschenburg

SAN DIEGO, CA, AUG. 3

Quinsey Kawasaki rider Mike Fisher had the biggest day of his career Sunday at Barona Oaks Raceway as he grabbed both the Stock and Modified Expert Mini classes over Yamaha rider Chris Swift. In the Modifieds it was all Fisher in both motos, but in the Stocks Mike had to come from behind for a tie-breaker second moto win to do the job.

Intermediate 125cc rider, Larry Butler is no longer an Intermediate as the Yamaha hot-shoe once again went two for two in both the Stock and Modified classes to gain enough points to move up to the Experts come next race day. It wasn't even close in either division as Butler ran away from Rich Smith (Suz) in the Stocks and likewise blasted Chris Lamb and Bill Konig in the Modifieds. With the Intermediates on a delayed start with the Experts, Butler had a good chance to gage his performance for next race meet, and it looked like he should start out well as he was gaining on Steve Hitt and Mike Monsegur who were having their own private battle up front. Hitt had his hands full with Monsegur all day, and had to do a come from behind number in the Stocks for a squeaker win.

Returning to the Minis, there was a mob scene in the Stock Novices, but the "Meanie Greenie" twins Mark Scott and Eric Dickerhoff prevailed for the two top spots with Yamaha rider Lance Barnett breaking up the Kawasaki parade with a tie-breaker third over Bryan Powell. Scott once again flagged his Kawasaki to a Modified win over visiting Phoenix, AZ, rider Tom Tait who caught on quickly to the wild and wooley Barona course. Honda rider Tim Shoos came up in the second moto for third.

And last but not least, those Beginners, just as the first wave of Beginners this year were mostly Kawasaki mounted now its the Honda riders' turn. Brand new rider Javier Angivano just flat demolished the competition over fellow "chili pepper" rider Garrin Bryant in a giant class of mostly Hondas and Kawasakis.

Results

MINICYCLE CLASSES
STK EX: 1. Mike Fisher (Kaw); 2. Chris Swift (Yam); 3. Terry Murray (Suz).
MOD EX: 1. Mike Fisher (Kaw); 2. Chris Swift (Yam); 3. Taylor Marcel (Kaw).
SPECIAL 105cc MINI: 1. Chris Swift (Yam); 2. Charlie Taylor (Suz); 3. Lance Barnett (Yam).
STK INT (12-16): 1. Thor Bjornestad (Kaw); 2. Mitch Palmer (Suz); 3. Jeff McCoy (Suz).
MOD INT (12-16): 1. Jeff McCoy (Suz); 2. Mitch Palmer (Suz); 3. Sean Shupp (Yam).
STK NOV (12-16): 1. Mark Scott (Kaw); 2. Eric Dickerhoff (Kaw); 3. Lance Barnett (Yam).
MOD NOV (12-16): 1. Mark Scott (Kaw); 2. Tom Tait (Suz); 3. Tim Shoos (Hon).
BEG (12-16): 1. Javier Angivano (Hon); 2. Garrin Bryant (Hon); 3. Robert Padilla.
STK NOV (9-11): 1. Michael Craig (Yam); 2. Steve Hale (Suz); 3. Rick Flores (Suz).
BEG (9-11): 1. Mike Dickerson (Yam); 2. Matt Brown (Hon); 3. Aaron Dunham, 8 yrs (Suz).
MOTORCYCLE CLASSES
STK 125cc EX: 1. Steve Hitt (Suz); 2. Mike Monsegur (Suz); 3. Tim Hale (Suz).
MOD 125cc EX: 1. Steve Hitt (Suz); 2. Mike Monsegur (Suz).
STK 125cc INT: 1. Larry Butler (Yam); 2. Rich Smith (Suz); 3. Chris Lamb (Yam).
MOD 125cc INT: 1. Larry Butler (Yam); 2. Chris Lamb (Yam); 3. Bill Konig (Yam).
STK 125cc NOV: 1. Ricky Discartin (Hon); 2. Scott List (Yam); 3. Keith Craig (Yam).
MOD 125cc NOV: 1. Jim Pearson (Suz); 2. Greg Gorsica (Suz); 3. Kevin Laird (Suz).
STK 100cc NOV: 1. Mike Scharinga (Yam); 2. Alex Leon (Suz); 3. Darin Rodgers (Suz).
JUNIOR CYCLE CLASSES
STK (9-11): 1. Steve Hale (Suz); 2. Aaron Shupp (Itj); 3. John Healey (Suz).
STK (0-8): 1. Dennis Dahlin (Suz); 2. Robbie Avila (Suz).
PEE WEE (0-8): 1. Dennis Dahlin (Itj); 2. Sean Thornton (Suz); 3. Josh Barney (Suz).

Kehoe, Pierce, Holley catch CRC MX victories

By Nanette Marie

VALENCIA, CA, AUG. 3

The California Racing Club wrapped up their IRC Tires three-race series at Indian Dunes, with the final round taking place upon a revised International Track. The series was brought about not only by the work of CRC, but by the sponsorships from IRC, Canoga Park Suzuki, Suzuki West, and the final round sponsor, M/C Tire Works, who brought the Sportsmen hundreds of dollars in gift certificates, while totalling up a Pro purse of $4500, each series race taking $1500 to be split each round in the three Pro classes.

The first race to get onto the track was the 125cc Pro class, and as the pack roared into the first turn, Yamaha's Erik Kehoe grabbed the holeshot, and by the end of the first lap had pulled out a very comfortable margin over Suzuki-mounted Roger Hensley. Kehoe pulled away from the pack, and at the halfway mark, he had a virtually insurmountable lead, That was all Kehoe needed for the confidence to ride it to the flag, which he did easily, winning by nearly 15 seconds. Back behind, Hensley had his hands full early with Chris Heisser and John Whelchel. Heisser took his water-cooled, Mugen-kitted DG Honda into second before they reached the half-way mark, but despite closing efforts, he had no chance to catch the leader. Whelchel, aboard a water-pumping Yamaha for Moto-X Fox and Yamaha International, also got by Hensley, but had to settle for third.

Moto two saw Kehoe again get out with the holeshot, but this time Heisser was right there from the start. Although Kehoe could not pull away to more than a 10-second lead Heisser continually reeled him back in at various points in the race, only to fail to get right within striking distance, and before he knew it, Kehoe would slip away again. The whole moto was just like that, all the way to the finish with Kehoe taking the moto and overall ahead of Heisser, and Whelchel.

Next up were the 250s. Team Honda's Donnie Hansen grabbed the holeshot on his factory water-works Pro-Link, and spent the first half of the moto comfortably ahead of a raging duel between LOP's Kippy Pierce and Kolbe/O'Neal's Jimmy Holley. With Hansen a full 20 seconds ahead of them, Holley and Pierce were free to battle for what seemed to be the highest position either would take, considering Hansen's lead. Holley came out on top of the battle in the first half, but Pierce was right on him until the finish. Holley received a stroke of luck when Hansen got off hard in the sand braking bumps after his hand slipped off of the bars due to his sprained wrist suffered at the Superbowl, which was still in a brace while Hansen raced. From there Holley held off Pierce and Hansen got back up in 12th, then worked his way up to sixth by moto's end behind third place Bill Ouellette, Todd Clark and Clark Jones.

Moto two saw Hansen take the lead early, but this round he pulled out and held onto the bars. His lead held until the checkered flag and gave him third overall. Pierce rode a steady second for the overall win, while Holley had to scrounge up a third after suffering a back of the pack start.

Open action saw Holley get the overall win he worked so hard for. In the first moto he pulled out a lead that he held uncontested to the wire. *Dirt Bike* Magazine's Kenny Zahrt got out in second early but as the moto wore on Zahrt began to tire, and Mark White brought his International M/C Yamaha into second before the checkered flag came out. Zahrt held on to finish third.

Moto two was another Holley romp, but Zahrt put up a much better race. After pressuring for the first half of the moto, it was apparent that Zahrt couldn't get his Suzuki to out power the Can-Am, so he rode consistently for second and second overall behind Holley. Mark White trailed in for third and the same overall.

Results

MINI BEG: 1. David Couch (Suz); 2. Matt Drury (Yam); 3. Beto Baca (Suz).
60-50cc: 1. Danny Lamb (Yam); 2. Bobby Headworth (Yam); 3. Mad Matt Foster (Yam).
MINI NOV: 1. Michael Knapp (Yam); 2. Stagg Summers (Yam); 3. Richard Fleming (Yam).
MINI INT: 1. Alan Lippie (Yam); 2. Bob Simons (Yam); 3. Gary Ybarra (Yam).
MINI EX: 1. Steve Van Duzen (Yam).
125 PRO: 1. Erik Kehoe (Yam); 2. Chris Heisser (Hon); 3. John Whelchel (Yam).
125 INT: 1. Gary Reichenbach (Yam); 2. Todd Broussard (Yam); 3. Bruce Maynor (Hon).
125 NOV DIV 1: 1. Roy Farr (Yam); 2. Joe Lundgren (Yam); 3. Mike Wolfe (C-A).
125 NOV DIV 2: 1. Brett Howell (Kaw); 2. Matthias Nick (Yam); 3. Robbie James (Yam).
100 NOV: 1. Jerry Anker (Yam); 2. John Zirbel (Yam); 3. Mark Mc Donald (Suz).
100 INT: 1. Rick Houghtaling; 2. Mark Davenport (Yam); 3. Eric Silgero (Suz).
125 BEG: 1. Marco Folchi (Hon); 2. Dave Moore (Yam); 3. Ron Stewart (Hon).
OPEN INT: 1. Brand Johnson (Yam); 2. Tom Bice (Hus); 3. Mark Glasmeier (Yam).
OPEN PRO: 1. Jim Holley (C-A); 2. Ken Zahrt (Suz); 3. Mark White (Yam).
250 NOV: 1. David Thayer (Yam); 2. Vince Friedl (Suz); 3. Craig Stanton (Yam).
OPEN NOV: 1. Mitch Ikemoto (Suz); 2. Eddie Rea (Hus); 3. John Lundren (Yam).
CRC VETS JR: 1. Bruce Howell (Yam); 2. George Thomas (Mai); 3. Chuck Sickler (Yam).
CRC VETS INT: 1. Bob Sunham (Yam); 2. Lou Sorensen (C-A).
CRC VETS SR: 1. Gary Willison (Mai); 2. Dan Moore (Mai); 3. Bob Crosta (KTM).
250 BEG: 1. Ted Ryan (Hon); 2. Allen Padilla (Kaw); 3. Jack Hone (Suz).
OPEN BEG: 1. Tommy Shrum (Suz); 2. Dave Welty (Suz); 3. Todd Carmody (Yam).
250 PRO: 1. Kip Pierce (Yam); 2. Jim Holley (C-A); 3. Donnie Hansen (Hon).
250 INT: 1. Randy Johnson (Yam); 2. Jerry Black (Mai); 3. Erin Buskirk (Suz).

Cates, Gormley, Stern top DeAnza D-37 MX

By Ron Lawson

SUNNYMEAD, CA, AUG. 3

DeAnza's hilly MX course was once again being run clockwise as Park Supervisor Doug Hall keeps with his policy of reversing the track every two weeks. The AMA crowd seemed to be pleased with this week's layout and most riders felt that it was easier to pass on.

But Craig Gormley (Yam) didn't have to do any passing at all on his way to the first 250cc Pro moto victory. He grabbed the holeshot and then went on to build a 15-second lead in the first few laps. Holding down second for a third of the race was Kawasaki of Pomona rider Keith Dysert, but he was

Western hotline

Jim Tarantino (72), Clark Jones (55) and Danny LaPorte battle at SSM.

finally taken by Robert Marino (Yam). Dysert eventually dropped out of the race and third place went to Team Montoya rider Robert Reisinger (Kaw).

In the next round, Gormley again pulled the holeshot, but he didn't have it so easy. This time Reisinger was right on his tail and pushing hard. On the sixth lap, Reisinger moved into the lead, but Gormley was staying close behind. It wasn't until the very last lap that Reisinger pulled a strong lead as Gormley slacked off, knowing the overall was still his. Marino was third for third overall over Andy Kirker (Yam), who went 4-7.

Dean Cates (Suz) had been in the 250cc class, but he had a mediocre day there, only managing a seventh. But in the 125cc Pro class, he really shined. The first moto went to Cates hands down with Rick Jackson moving up late in the moto to claim second over Varney Holbrook (Suz) and Gormley.

In the next race, Cates was trying to do it again, holding a good lead through most of the race. But as he came into lapped traffic on the very last lap, Gormley managed to sneak under him and take over. That didn't affect Cates' standing as the overall winner, but it put Gormley in second overall over Jackson.

The most unusual race of the day had to be in the Open Pro class. Eric MacCracken (Yam) took the first moto going away, but a broken transmission took him out of the final round. Jon Frisen (C-A) of Riverside Suzuki won the next round after finishing seventh the first time out. The overall looked like the property of Eddie Michetti (C-A) who was running consistently in both motos, but he lost his chain on the last lap and the win finally wound up in the hands of Joe Stern (Mai) who got two thirds.

Results

WOMEN'S: 1. Karen Leitinger (Yam); 2. Dee Granger (Suz); 3. Denise DeVines (Suz).
PEE WEE: 1. Christopher Lowen (Yam); 2. Wesley Klein (Yam).
MINI BEG: 1. Terry Woody (Suz); 2. Patrick Beckley (Suz); 3. Tod Sciaqua (Kaw).
MINI NOV: 1. Kevin Richey (Hon); 2. Tom Combs (Kaw).
125 BEG: 1. Todd Hooper (Yam); 2. T.D. Swets (Suz); 3. Frank Chase (Yam).
125 NOV: 1. Chuck Wheeler (Suz); 2. Matthew Hellsy (Yam); 3. Kirk Williams (Yam).
125 INT: 1. Mark Clark (Yam); 2. Doug Davison (Suz); 3. Michael Curry (Hon).
125 PRO: 1. Dean Cates (Suz); 2. Craig Gormley (Yam); 3. Rick Jackson (Yam).
250 BEG: 1. Butch Wirtz (Hon); 2. Monty Burham (Suz); 3. Mike Barron (Kaw).
250 NOV: 1. Kevin Cox (Mai); 2. Ray Conway (Hus); 3. Can Cannon (Mai).
250 INT: 1. Pat Weber (Suz); 2. Mark Branch (Suz); 3. Eric Caymak (Yam).
250 PRO: 1. Craig Gormley (Yam); 2. Robert Reisinger (Kaw); 3. Robert Marino (Yam).
OPEN BEG: 1. Terry DeLange (Suz); 2. Edward Scott (Hus); 3. Larry Lowen (Yam).
OPEN NOV: 1. Ross Thompson (Kaw); 2. Lance Ives (Suz); 3. Jeff Cramer (Yam).
OPEN INT: 1. Alan Thompson (Kaw); 2. Bob Cronkite (Hus); 3. Bruce Walker (Suz).
OPEN PRO: 1. Joe Stern (Mai); 2. Ronnie Gibson (Suz); 3. Jon Friesen (C-A).
SR VETS: 1. Jim O'Neal (C-A); 2. Ron Brehm (Yam); 3. Paul Wilde (Yam).
INT VETS: 1. Dennis Rosenberg (Hon); 2. Gary Bates (Yam); 3. T.W. Swets (Suz).
NOV VETS: 1. Richard Chase (Yam); 2. Mike Youchum (Yam).
BEG VETS: 1. Bob Alloy (Yam); 2. Tim Joines (Suz); 3. Hal Blood (Yam).

National stars battle at SSM MX

By Terry Whytal

ORANGE, CA, AUG. 2

National Expert riders like Honda's Donnie Hansen, Kawasaki's Jeff Ward and Suzuki's Danny LaPorte made an appearance at this week's Saddleback Saturday Motocross races and gave the spectators quite a show. Use of the long track and many stadium type jumps made the course challenging and exciting with the top riders able to display their skills with unusual acrobatics.

It was, however, the lesser known local Pros and National privateers who went home with most of the purse money as the name riders encountered mechanical problems. LOP Yamaha rider Kippy Pierce bested Hansen and LaPorte in the 250cc Pro race while Eric MacCracken topped the Open Pros on his Yamaha after Ward DNF.

"Holeshot" Hansen lived up to his nickname in the first 250cc Pro race as he easily roosted into the lead. Following Hansen through the first turn were DG Honda rider Jim Tarantino and Kippy Pierce. At the end of the first lap Hansen had already established a commanding lead over the pack with Tarantino still holding off the charges from Pierce while David Gerig held down fourth on his Husky. Honda rider David Hammond rounded out the top five with ISDT/enduro specialist Rick Munyon putting his Yamaha into the sixth place slot ahead of Danny LaPorte.

LaPorte soon found his way past Munyon and latched onto Hammond's rear wheel. Meanwhile Robert Reisinger was piloting his Mission Viejo Kawasaki up from a bad start and working into seventh by lap five. Another local favorite, Clark Jones, was working his Husky for all it was worth as he tried to overcome a rearward starting position.

Halfway through the race the battle for second place was really heating up behind Hansen. Tarantino still held onto second ahead of Pierce but the top six riders were very close with LaPorte looking for a way around Pierce while holding off the challenges from Reisinger and Jones.

Pierce slipped past Tarantino with a few laps remaining and the finishing order was Hansen, Pierce, Tarantino, LaPorte.

Hansen again used the power of his water-cooled factory Honda to launch into the early lead of moto two. Reisinger surprised himself by getting a good start and settling in on Hansen's rear wheel as the pack headed through the first lap. Tarantino followed in third ahead of Jones, Gerig, Pierce and LaPorte. Reisinger bailed off in the stadium whoops and Jones took over second. Reisinger was a little slow to remount but he began a tremendous charge that would carry him to fourth at the finish.

As Hansen again ran away from the field the battle for second place became intense. Suddenly LaPorte pulled off the track with a tweaked and wobbling front end and Hansen's lead faded away as he ignition went sour. Hansen continued to circulate the track at slow speed as Pierce charged into the lead followed by Jones and Tarantino. At the checkers Pierce was safely in the lead and the overall win was his. Tarantino picked up the second place money as Hansen held on to finish fifth for the moto and third overall ahead of Jones and Reisinger.

Jeff Ward had the Open Pro class wrapped up until the final few laps of the second moto when he threw his chain. Ward struggled to replace the chain for about 20 seconds and finally got the rollers and sprocket to line up and he re-entered the track still in first place. Unfortunately his chain soon came off again and the day was over for the Kawasaki teamster. Eric MacCracken went on to post the win ahead of Husky rider Billy Keefe and Yamaha-mounted Tom Thomas.

Results

OPEN PRO: 1. Eric MacCracken (Yam); 2. Bill Keefe (Hus); 3. Tom Thomas (Yam).
250cc PRO: 1. Kippy Pierce (Yam); 2. Jim Tarantino (Hon); 3. Donnie Hansen (Hon).
125cc PRO: 1. Rik Nielsen (Yam); 2. Fred Caldwell (Yam); 3. Chris Morey (Yam).
OPEN INT: 1. Greg Painter (Mai); 2. Wayne Beebe (Suz); 3. Neil Tbo (Suz).
250cc INT: 1. Dan Ashcraft (Hus); 2. Jim Brodie (Hon); 3. Bill Boyer (Hon).
125cc INT: 1. Alan Coats (Yam); 2. Alex Jud (Suz); 3. Boyd Thomas (Yam).
OPEN NOV: 1. Kurt Knudsen (Yam); 2. Doug Rand (Yam); 3. Andre Buther (Yam).
250cc NOV: 1. Bill Hair (Yam); 2. Steve Casey (Yam); 3. Vint Butler (Yam).
125cc NOV: 1. Lane Steeber (Yam); 2. Jim Carstairs (Yam); 3. Kurt (Yam).
VETS: 1. Lynn McGraw (Yam); 2. Jody Weisel (Mai); 3. Fred Peacock (Suz).
250cc BEG: 1. Kevin Grider (Yam); 2. John Barnes (Yam); 3. Marco Proto (Suz).
125cc BEG: 1. Kevin Albrecht (Yam); 2. Brigh Finmarck (Hon); 3. Eric Alloy (Yam).

Rex rockets at Corona

By Ron Lawson

CORONA, CA, AUG. 1

Team Yamaha's Rex Staten was once again at Corona Raceway last week, trying to get back into shape for the remaining AMA 500cc Nationals which injuries have kept him out of so far this season. In the 250cc Pro class, he went to a double win with most of his competition coming from Juan Benavidez and his Kolbe Can-Am, Andy Northrup of Honda of Pomona and Redlands Suzuki's Marty Miller.

Staten was on top of every lap of moto one with only last week's winner Northrup to keep his pace. Both Miller and Benavidez had gone down in the early laps and had to spend the whole moto making up for lost time. Benavidez eventually finished third while Miller came in sixth behind Jim Snyder (Hon) and David Behlings (Yam).

In the next moto it was Miller on top of the start with both Staten and Benavidez in close tow. When Miller and Staten got to the new stadium jump section on the first lap, they both let off, but Benavidez didn't and the Can-Am rider flew by and into the lead. On the next lap, Staten, too, was double jumping the four off-camber whoops and he passed Miller and reeled in Benavidez, only to have the lead dropped into his lap when Benavidez low-sided in a turn. He got up in time to save second, but then fell again several laps later to wind up in fourth. Miller, in the meantime, was passed by Northrup who went on to net second. Overall, it was Staten, Northrup, Benavidez and Miller.

The 125cc Pro class saw Rodney Brand (Kaw) take the win with two second place finishes. The first moto went to Ryan Eide (Suz) who took the lead when early leader Varney Holbrook (Suz) fell. But Eide himself went down in the next round and couldn't finish the race. Holbrook won that moto and got second overall with his 5-1 score. Third went to Yamaha of Redland's Tod Gibboney who went 3-3 in his first attempt at the Pro class.

One of the biggest races of the day was the 125cc Intermediate class. The top three across the line in both motos, however, were the same, with Eddie Glover (Yam) pulling off the double play while Ruber Torres (Yam) and Bob Berney had to play runner-up.

Results

MINI BEG: 1. Ron Williams; 2. Brett Gugell; 3. Ken Clifflon.
MINI NOV: 1. Dan Hovis (Yam); 2. Kevin Richey (Hon); 3. Eric Bellwood (Yam).
MINI INT: 1. Don Turk (Yam); 2. Phil smith (Suz); 3. Jeff Schaeffer (Kaw).
100 BEG: 1. Gary Scarett (Yam); 2. Greg Kopp (Yam); 3. Dee Dee Ashley (Yam).
125 BEG: 1. Lane Steeber (Yam); 2. Bob Hooper (Yam); 3. Scott Yenzer (Hon).
125 BEG: 1. Jerry Forde (Yam); 2. Darin Maddox (Yam); 3. John Gable (Suz).
125 BEG: 1. Rusty Taflinjer (Yam); 2. Bruce Harerow (Suz); 3. Geoff Manack (Suz).
125 BEG: 1. John Comstack (Yam); 2. Jere Wall (Suz); 3. Dave Maybury (Yam).
125 NOV: 1. Jeff Sherrill (Yam); 2. Paul Ellis (Suz); 3. Pat Schreffler (Hon).
125 INT: 1. Eddie Glover (Yam); 2. Ruber Torres (Yam); 3. Bob Berney (Suz).
125 PRO: 1. Rodney Brand (Kaw); 2. Varney Holbrook (Suz); 3. Todd Gibboney (Yam).
250 BEG: 1. Jeff Leighty (Yam); 2. Rick Hahn (C-A); 3. Monty Burcham (Suz).
250 BEG: 1. Frank Roski (Hon); 2. Butch Wirtz (Hon); 3. Mike Kelly (Hon).
250 NOV: 1. Mark Anderson (Yam); 2. Chris Flemming (Yam); 3. Chris Farrow (Yam).
250 INT: 1. Mike Blake (Hon); 2. Pat Weber (Suz); 3. Ken Campbell (C-A).
250 PRO: 1. Rex Staten (Yam); 2. Andy Northrup (Hon); 3. Juan Benavidez (C-A).
OPEN BEG: 1. Gary Wier (Yam); 2. Gary Schwarzenbach (Mai); 3. Gary Trussell (Yam).
OPEN NOV: 1. Bruce Beatty (Mai); 2. Gary Bates (Yam); 3. Mike Tucker (Yam).
OPEN INT: 1. Robert Casper (Yam); 2. Rob Weaver (Suz); 3. Ron Weaver (Suz).

Holley hauls at AME night MX

By Laura Richard

VALENCIA, CA, AUG. 1

What started out as one of the hottest days of the summer turned out to be one of the nicest nights for racing as American Moto-

cross Enterprises continued with their summer series. Kolbe Can-Am-mounted Jim Holley had quite an evening for himself as he took the wins in the Open and 250cc Pro classes.

As the gate dropped for the 250cc Pro race Holley took the holeshot and the lead followed by International Yamaha rider Mike Shoemaker and Kal-Gard Yamaha-mounted Bob Kline. Kline was able to put the pass on Shoemaker, continued his charge and captured the first moto win with Holley second and Shoemaker third.

Round two again saw Holley with the lead followed by Shoemaker and Yamaha-mounted Mark Amendola. Kline was in the back of the pack trying to make ground on the leaders. By the end of the moto Holley finished first with Kline second. Holley took the overall win with Kline taking second and third going to Shoemaker.

The Open Pro class had its ups and downs as Track N Travel Maico-mounted Andy Jannings took the first moto win followed by Kolbe Can-Am rider Holley and ND Yamaha-mounted Kirk Sturgeon.

Round two saw Jannings taking the lead followed by Holley and Yamaha rider Dean Taylor. Holley passed Jannings to take the win and the overall for the night with Jannings taking second and third going to Taylor.

Results

500 PRO: 1. Jim Holley (C-A); 2. Andy Jannings (Mai); 3. Dean Taylor (Yam).
250 PRO: 1. Jim Holley (C-A); 2. Bobby Kline (Yam); 3. Mike Shoemaker (Yam).
125 PRO: 1. Steve Schmitz (Yam); 2. Jon Ortner (Yam); 3. Gary Denton (Hon).
500 INT: 1. Brand Johnson (Suz); 2. Greg Atkinson (Mai); 3. Roger Sinker (Yam).
250 INT: 1. Brand Johnson (Suz); 2. Andy Richard (Yam); 3. Randy Miller (Hon).
125 INT: 1. John Alexander (Hon); 2. Randy Commans (Yam); 3. Jim Hartman (Hon).
500 JR: 1. Brad Rasmussen (Yam); 2. Rick Park (Yam); 3. Mike Wright (Yam).
250 JR DIV 1: 1. David Thayer (Yam); 2. Doug Russell (Yam); 3. Glenn Malquist (Yam).
250 JR DIV 2: 1. Graig Stanton (Yam); 2. Dale Throckmorton (Suz); 3. Vince Friedl (Suz).
125 JR DIV 1: 1. Rod Mansfield (Yam); 2. Danny Angel (Hon); 3. Karim Tazi (Yam).
125 JR DIV 2: 1. Marco Folchi (Hon); 2. Perry Hidebrand (Yam); 3. Vince Lowry (Yam).
125 JR DIV 3: 1. Mike Wolfe (C-A); 2. Brett Howell (Kaw); 3. Pete Chacon (Suz).
VETS EX: 1. Keith Phillips (Suz).
VETS JR: 1. Ron Cole (Suz); 2. Raymond Williams (Suz); 3. Lou Sorenson (C-A).
100 INT: 1. Jim Boyd (Yam); 2. Rick Houghtaling (Suz); 3. Mark Davenport (Yam).
100 JR: 1. Herman Loaiza (Suz); 2. James Boldizar (Suz); 3. Randy Bailey (Yam).
ODY MOD: 1. Thomas Rint (Hon).
ODY STK: 1. Don Gossett (Hon); 2. Robert Fischer (Hon).
83cc EX: 1. Andy Ellis (Yam).
83cc INT: 1. Bob Simons (Yam); 2. Richie James (Suz); 3. Chris Balades (Suz).
83cc JR: 1. Wesley Furrh (Yam); 2. Stagg Summers (Yam); 3. Kevin Sheridan (Yam).
250 BEG: 1. Ron Workman (Suz); 2. Bill Spar (Yam); 3. Bill Manuel (Suz).
125 BEG: 1. Albert Rocha (Suz); 2. Eddie Kennedy (Yam); 3. Kenny Gauther (Yam).

Rocket Rex rips at OCIR MX

By Tom Corley

IRVINE, CA, JULY 31

Rocket Rex Staten is not only a champ while he is on the AMA National circuit. Rex is still the King of the local scene and tonight he showed up at OCIR. Staten heard about the winning streak that belonged to Todd Peterson and he was out to break it up. Did he succeed? You betcha!

The contest was in the 250cc Expert race and it was packed with talent. Eleven competitors were out to pick up on the bucks and since there was such a fine pack of riders promoter Steve Crosby put an additional $40 into the pot. The gate went down in the first moto and Peterson took the lead for a good five laps. Somehow the chain came off of Peterson's Yamaha. This

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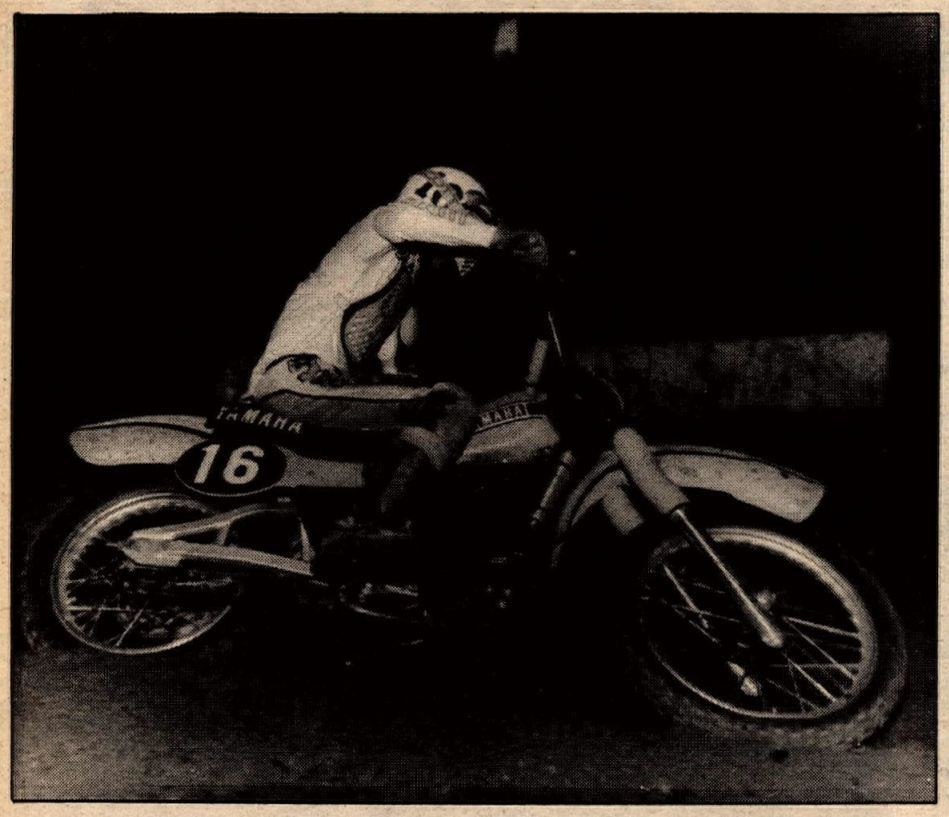

Todd Peterson lost out to Rex Staten at OCIR.

gave the lead to Rex and Peterson dropped back to fifth place. Soon Todd advanced on the leaders and finally got Greg Zitterfopf of Track 'N Travel Maico. So it was Staten and Peterson in the top two.

In the final moto Dave Behlings shot out front and got a super start. By the time they completed one lap Rex was in first ahead of Peterson and Behlings. Those three went through the checkered flag that way. Overall in the 250 Pro class it was Staten, Peterson, David Behlings and Gary Jones.

It's been a long time since the days when Barbara Spielman raced at OCIR. Tonight she returned as a hot 250cc Intermediate on a Suzuki, frustrating a lot of guys because she was so fast. In the first moto Bret Hester was out ahead and in control for a number of laps till ace Wayne Reid made the pass. Spielman took a fine third.

In the second moto Reid was the man all the way while Joe Seals was second in front of Jim Bechers. Barbara did all right till she hit the big jump and nearly went over the bars. This slowed her down and she took fifth. Overall it was Reid, Seals, Bechers, Dan McLeod and Spielman.

Results

50 & 60's: 1. Jeff David (Yam); 2. Richy Thorwaldson (Suz); 3. Bubba Erickson (Suz).
MINI BEG DIV 1: 1. Chuck Kaufman (Yam); 2. Loren Bjorkman (Kaw); 3. Brad Wilson (Yam).
MINI BEG DIV 2: 1. Greg Armstrong (Kaw); 2. John Bonacci (Hon); 3. Roy Watkins (Kaw).
MINI BEG DIV 3: 1. Ronnie West (Suz); 2. Donnie Fish (Hon); 3. Stephanie Jones (Hon).
MINI NOV: 1. Steve West (Suz); 2. Steve Evinger (Suz); 3. Doug Hawkins (Mug).
100's: 1. Ron Convery (Yam); 2. Todd Ezzell (Suz); 3. Lonnie Livingston (Suz).
125 BEG DIV 1: 1. Scott Belanger (Yam); 2. Bret Loudenbeck (Yam); 3. Craig Hamman (Hon).
125 BEG DIV 2: 1. Lane Steeber (Yam); 2. Kerry Sorensen (Yam); 3. David Blehm (Yam).
125 BEG DIV 3: 1. George Leider (Suz); 2. Ken Morton (Suz); 3. Jose Nunez (Suz).
125 NOV DIV 1: 1. John Whitfield (Yam); 2. Ryan Roberts (Hon); 3. Jim Carstairs (Yam).
125 NOV DIV 2: 1. Donny Myron (Suz); 2. John McCaughey (Suz); 3. Kent Pfeiffer (Yam).
125 INT: 1. Lyle Babi (Yam); 2. Harley Hall (Yam); 3. Taylor Marcell (Kaw).
250 BEG: 1.Frank Stouff; 2. Larry Gross (Yam); 3. Mark Farlye (Suz).
250 NOV: 1. Pat Nash (Hon); 2. Chris Fleming (Yam); 3. Mark Stroup (Suz).
250 INT: 1. Wayne Reid (Yam); 2. Joel Seals (Suz); 3. Jim Bechers (Hon).
250 PRO: 1. Rex Staten (Yam); 2. Todd Peterson (Yam); 3. David Behlings (Yam).
OPEN BEG: 1. David Kerr (Yam); 2. John Anderson (Yam).
OPEN NOV: 1. Mark Gibbs (Suz); 2. Dale Hirsch (KTM); 3. Steve Russell (Suz).
OPEN INT: 1. Micky Dymond (Mai); 2. Rob Weaver (Suz).

Kecskes, Leon earn hard fought Speedway 117 wins

By Rod Eschenburg

CHULA VISTA, CA, JULY 30

Junior riders stole the show in Wednesday night's Coca-Cola 1980 Championship series as new 250cc point leader Chuck Kecskes (Hon) took a 3-2 effort to a tie-breaker over Honda-mounted Dave Menard who had a 1-4 finish to edge the 5-1 go of Mike Borun in as wild a pair of motos as seen this year.

In the 125cc Juniors, Suzuki-mounted Alex Leon survived a real barn bangin' second moto to take a tie-breaker over Town and Country Kawasaki ace David Crowson. The first moto was all Crowson, but in the second go-'round Leon and Crowson battled back and forth with the two riders side by side going into the final finish line 180° turn. You could hear the iron clangin' all the way through that final turn, and Leon pulled off an incredible outside pass/win by a half a wheel at the checkered for the overall.

Moving to the Pros, Kirk Grissom returned to Speedway 117 after a long absence and looked like he had never left as he grabbed a two for two win over James Gochmanoski who was also making his first appearance in quite a while. Last week's new "King of the KPRI Competition Hill," Yamaha-mounted Randy Norman, was once again running alone for the 500cc Pro honors along with the 250s, so you figure he is going to take it easy after the big 65' record jump of the week before, right? Wrong. Randy put it out of sight with a new record of 70'! Just wait until Rick Johnson and Clint Hardick return; it's going to get real serious folks. Since Norman had already qualified for the big KPRI season finale "Jump-Off," the second best flyer made the finals, that being Kirk Grissom.

"Jammin' Jamie" Conney once again blasted the Gaumond boys, Norman and Eddie, to keep the Pee Wee "Bounty Trophy" firmly in her clutches.

Results

500cc PRO: 1. Randy Norman (Yam).
250cc PRO: 1. Kirk Grissom (Hon); 2. James Gochmanoski (Yam); 3. Dan Watson (Yam).
125cc PRO: 1. Tony Jones (Suz); 2. Chris Harrold (Yam).
500cc INT: 1. Craig Infeld (Mai); 2. Ric Mahlmeister (Yam); 3. Keith Lynas (Hon).
250cc INT: 1. Pete Sampo (Suz); 2. Rick Kenyon (Yam); 3. Terry Belcher (Yam).
125cc INT: 1. Jon Faure (Hon); 2. Tom Hanley (Yam); 3. Keith Holbrook (Hon).
500cc JR: 1. Steve Hitt (Suz); 2. Ed Ellis (Yam); 3. Pete Boyd (Mai).
250cc JR: 1. Chuck Kecskes (Hon); 2. Dave Menard (Hon); 3. Mike Borun (Yam).
125cc JR: 1. Alex Leon (Suz); 2. David Crowson (Kaw); 3. Scott Bowman (Suz).
MINI INT: 1. Will Tait (Suz); 2. John Conney (Yam); 3. Tom Tait (Suz).
MINI JR: 1. Kevin Nolan (Kaw); 2. Mitch Palmer (Suz); 3. Mike Gilmartin (Suz).
PEE WEE: 1. Jamie Conney (Suz); 2. Norman Gaumond (Suz); 3. Eddie Gaumond (Suz).
ATC CLASSES
WOMEN'S OPEN: 1. Lisa Lippincott.
110cc STOCK: 1. Dale Faustino; 2. Joe Perry; 3. Mike Messmer.
91cc-112cc MOD: 1. Tom Gaian; 2. Tim Hoy; 3. John rowe.
113-132cc MOD: 1. Todd Tierney; 2. Davis Mueller; 3. Gary English.
OPEN ATC: 1. Perry Thompson; 2. Dean Sundahl; 3. Mark Weixeldorfer.
OPEN M/C ENGINES: 1. Don Graham; 2. Mario Cioe; 3. Ace Williams.

Gas crisis hits Hames at Corona HM/ST

By Elaine Jones

CORONA, CA, JULY 30

Pete Hames returned from a more than successful trip back East, winning the Amateur 250cc Half Mile Championship, and continued his winning ways at Corona. The "Simi Flash" started things off in the 250cc Money short track with a wire to wire romp that saw Jeff Johnson and Chris Cannon follow him home.

Next came the Open Money short track and Hames locked horns with Bobby Sanders who gave him a run for his money but was unable to do more than second. Third place was a battle between Craig Williams and Chris Cannon. Williams had third off the line and held Cannon off for five laps before Cannon blew by on the front straight and was able to hang on to the checkered flag.

The 250cc Money half mile was the third class to fall to Hames but this time it was Terry Singleton who went out on top with Hames second and Cannon third. Hames was back on his pace by the second lap as Singleton dropped to fourth and Cannon moved into second and Tommy Walton rounded it out in third. The status quo stayed until the fifth lap when Walton's bike went sour and Singleton found himself back in third with Jeff Johnson a very close fourth. Singleton hung in there until the white flag lap when Johnson found the hole he was looking for and nipped him at the line for the third.

The Open Money half mile turned out to be the heartbreaker for Hames. Off the line it was Bobby Sanders with Chris Cannon second and Hames third. Hames had second by the second lap and by lap three was running in front. Cannon moved by Sanders on the fourth lap and from there on out it looked as if things were set. Fate stepped in on the last lap as Hames headed into turn four with a healthy lead only to have his bike quit and as he coasted down the front straight he watched Cannon pick up the first and Sanders the second before he got there to collect the third. The reason his bike quit? It *ran out of gas!*

The Open Amateur/Expert half mile had one of the closest finishes for second seen in a long time. Mike Montgomery went out on top with Mike Baker and Bob Graves in the 2-3 spots. They all held on to their positions as the laps wound down but Graves was sneaking up on Baker and went for it on the white flag lap and got him at the finish line by about the width of a tire.

Results

SHORT TRACK
MINI NOV: 1. Jason Bell (Yam); 2. Jeff Stoner (Yam); 3. Justin Bell (Yam).
MINI EX: 1. Curtis Cannon (Yam); 2. Mike Kirby (Hon).
125cc NOV: 1. John Barricklow (Hon); 2. Brent Bowers (Yam); 3. Jeff Runyan (Yam).
125cc AM/EX: 1. Roger Thompson (Yam); 2. Ted Thompson (Yam); 3. Greg Nelson (Yam).
250cc NOV: 1. Scott Longnecker (Yam); 2. Dwight Wilkinson (Suz); 3. Rick Morton (Yam).
250cc AM/EX: 1. Darren Hulbert (Yam); 2. Ron Bell (Yam); 3. Bruce Windham (Suz).
OPEN NOV: 1. Ron Bartels (Yam); 2. Daniel Kane (Yam); 3. Mike McCauley (Bul).
"NOT SO OVER THE HILL GANG:" 1. Bill Bartels (H-D); 2. Mike Mackbee (Yam); 3. Pat Egan (Yam).
OPEN AM/EX: 1. Mike Baker (Yam); 2. Pat Dobbins (Tri); 3. Ron Bell (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Jeff Johnson (Yam); 3. Chris Cannon (Yam).
OPEN MONEY: 1. Pete Hames (Yam); 2. Bobby Sanders (Yam); 3. Chris Cannon (Yam).
HALF MILE
MINI NOV: 1. Jason Bell (Yam); 2. Don Ambrose (Yam); 3. Jerry Hawkins (Yam).
MINI EX: 1. Curtis Cannon (Yam); 2. Mike Kirby (Hon).
125cc NOV: 1. Brent Bowers (Yam); 2. John Barricklow (Hon); 3. Jeff Runyan (Yam).
125cc AM/EX: 1. Roger Thompson (Yam); 2. Greg Nelson (Yam); 3. Ted Thompson (Yam).
250cc NOV: 1. Scott Longnecker (Yam); 2. Rick Morton (yam); 3. Steele Friedrick (Yam).
250cc AM/EX: 1. Terry Singleton (Yam); 2. Ron Bell (Yam); 3. Ken Corpe (Kaw).
OPEN NOV: 1. Daniel Kane (Yam); 2. Tom Graves (Yam); 3. Ron Bartels (Yam).
NOT SO OVER THE HILL GANG: 1. Bill Bartels (H-D); 2. Mike Mackbee (Yam); 3. Pat Egan (Yam).
OPEN AM/EX: 1. Mike Montgomery (Yam); 2. Bob Graves (Yam); 3. Mike Baker (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Chris Cannon (Yam); 3. Jeff Johnson (Yam).
OPEN MONEY: 1. Chris Cannon (Yam); 2. Bobby Sanders (Yam); 3. Pete Hames (Yam).

Anderson aces Ascot MX

By Tom Corley

GARDENA, CA, JULY 30

Who says you get rusty when stop racing for awhile? Several riders returned to the Ascot scene tonight and trampled on their classes, even though they haven't raced in some time. Mark Anderson stopped racing for many months. He got back in it last Sunday at Saddleback and he finished third. This night he proved himself under the lights as he won the 250cc Junior division two contest.

Anderson took his Yamaha to a clean victory. He didn't get the greatest starts so he had to try and catch up. In the first moto he was running in third and it took him a few laps to manage a radical pass. He did it though, and took the win ahead of Ted Hammer and Erich Joiner. The second moto was similar and Mark trailed a couple of riders until he set them up for the pass. Hammer was second again and Rick Johnson came in third. Overall it was Anderson, Hammer, Joiner and Johnson.

There was an upset in the 250cc Pro class. Nine riders were involved and included in the bunch was usual winner Todd Peterson (Yam). Todd won the first moto as expected ahead of Gary Jones and Pete Murray. But Peterson went down at the start of the second race and this made it almost impossible for him to catch up. He had to really push it but he caught up and took third. Jones on his Ammex was first and Murray held off Todd in second. On the money list it was Jones, Peterson, Murray and Brad Brown.

Results

50 JR: 1. John Mathews (Suz); 2. Jason Jones (Suz); 3. Jason McFarland (Suz).
50 INT: 1. Newton Acevedo (Suz); 2. Prax Cruz (Suz).
MINI JR DIV 1: 1. Jeff Barbacovi (Yam); 2. Craig Gardner (Suz); 3. Trey McFarland (Yam).
MINI JR DIV 2: 1. Eric Gonzales (Suz); 2. Sean Riley (Suz); 3. Donny Fish (Hon).

MINI INT: 1. Duane Summers (Yam); 2. Danny Tinsman (Kaw); 3. Steve Evinger (Suz).
100 JR: 1. James Simons (Suz); 2. Michael Buchanon (Suz).
100 INT: 1. Pat Dolan (Suz).
125 JR DIV 1: 1. Mike Lentini (Suz); 2. Jerry Greer (Suz); 3. Bill Lunney (Suz).
125 JR DIV 2: 1. Steve Haddon (KTM); 2. Michael Early (Hon); 3. Chris Sestich (Yam).
125 INT: 1. Steve Bainer (Yam); 2. Mark Harpwood (Yam); 3. Donnie Luce (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Ross Maeda (Suz); 3. Doug Bowers (Suz).
250 JR DIV 1: 1. Dean Manley (Mai); 2. Kevin Brown (Mai); 3. Wayne Posey (Hon).
250 JR DIV 2: 1. Mark Anderson (Yam); 2. Ted Hamner (Yam); 3. Erich Joiner (Mai).
250 INT: 1. Rany Sciarra (Suz); 2. DeVon Farley (Hon); 3. Gary Sewell (AMX).
250 PRO: 1. Gary Jones (AMX); 2. Todd Peterson (Yam); 3. Pete Murray (DMG).
500 JR: 1. Chris Jackson (Yam); 2. Mike Wayne (Hon); 3. David Beard (Yam).
500 INT: 1. Glen Senecal (Yam); 2. Steven Van Zant (Mai); 3. Glen Lund (Mai).
500 PRO: 1. Paul Sedler (Hus); 2. Brad Brown (Mai); 3. Rob Tolleson (Yam).
OVER 30: 1. William Misener (Yam); 2. Dick Moseley (Mai); 3. John Vest (Suz).
OVER 30 MASTERS: 1. John McManaway (Yam); 2. Robert Ottow (Mai).

Mannschreck masters CMC/ Bosch sportsman opener

By John Bethea

CARLSBAD, CA, JULY 26

"I goofed." Continental Motosports Club official Stu Peters put his hands on his hips and looked out at the pit area at Carlsbad Raceway on Saturday morning and repeated his statement. "I goofed. The riders just didn't know what the prizes were beforehand. I shouldn't have waited to the day of the race to let them know."

In this case, the prizes were more than $11,000 in merchandise or gift certificates that will be awarded throughout the six-race Bosch Spark Plug Pacific Championship MX Series which got underway with fewer than 100 sportsman riders participating. They consist of more than $5,000 worth of pants, boots, helmets, shoulder pads, protectors, jersies, etc. from Hallman Racing, and go on from there with products donated by Gary Jones Super MX Prods, Electro Helmets, KRW Helmets, Track N Travel, Tibblin Racing/Trac Pro, Luft Racing, Cal West Racing and Crotch Rocket Factory.

As it stands, the 79 riders who rode the opener got a headstart on the rest of the field.

Of those, the 250cc Juniors found the stiffest competition during the day's program. In fact, all other classes were fairly clear runaways for the eventual overall winners. But, in the 250cc Juniors, it wound up as a three-way tie for the 20 first-place series points. In this class, Richard Mannschreck was awarded the victory because of his second place finish in the final moto, relegating Chuck Brenkus to second and first-moto winner Will Gorski to third.

There might have been an actual four-way tie with the overall going to Dave Barr, but he was spotted by officials cutting the course in the first moto and was bumped from fourth to sixth. Dave then won the second moto, which would have given him a triumph. Instead, he was dropped to fourth overall.

Scott Fellhoelter aced the field in both rounds of the 125cc Juniors while Ernie Becker of Rowland Heights using consistency and two thirds took the runnerup spot. The 500cc Junior class was captured by Matt Wheeler of Alpine, also via the two-moto sweep. Daniel Wright of San Marcos was second each time.

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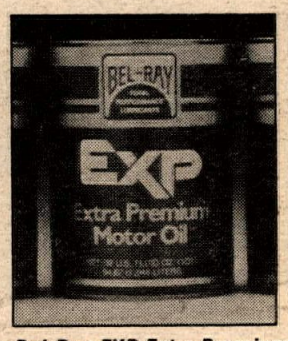

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A 125cc rider gets a little bit radical in an OCIR start.

The largest class of the day was the 250cc Intermediates and Mike Rose prevailed over the gathering in each race. Robert "Robot" Rodgers had little trouble taking second overall once Mike Blake retired in the final moto after a runner-up finish to Rose in the first. Rodgers had a 3-2 showing while third overall, Women's National Champion Dede Cates collected a 4-5 in the 17-rider field.

John Lusignan trailed Don Hoover in the first 500cc Intermediate moto when the checkered appeared, but he went on to win the second with no opposition form Hoover, who spilled and finished seventh for fourth overall. Drew Porto went back home after the day's contest with the runner-up share after his pair of thirds.

Former southern Calfiornian Rich Boiteau who now hails from Oakland, won the breakage-plagued 125cc Intermediates with two wins. A third of the entire class failed to show up for the first or second rounds because of broken mounts. And, only three were left running after the first moto checkers came out.

Results

MINI JRS MOD: 1. Sean Riley (Suz); 2. Mike Thompson (Kaw); 3. Jason Stephens (Suz).
STOCK MINI JRS: 1. Sean Quick (Suz); 2. Tom Martinez (Suz); 3. Sean Riley (Suz).
MOD MINI INT: 1. John Conney (Yam).
STOCK MINI INT: 1. John Conney (Yam).
MOD MINI EX: 1. Terry Murray (Suz).
STOCK MINI EX: 1. Terry Murray (Suz).
100 INT: 1. Pat Dolan (Suz).
125 JRS: 1. Scott Fellhoelter (Suz); 2. Ernie Becker (Suz); 3. Mark Elder (Yam).
125 INT: 1. Rich Boiteau (Hon); 2. Rino Navera (Hon); 3. Tony Tetone, Jr. (TCW).
250 JRS: 1. Richard Mannschreck (Yam); 2. Chuck Brenkus (Suz); 3. Will Gorski (Hon).
250 INT: 1. Mike Rose (TZR); 2. Robot Rodgers (Hon); 3. Dede Cates (Suz).
500 JRS: 1. Matt Wheeler (Yam); 2. Daniel Wright (Kaw); 3. Mike Van Duyn (Suz).
500 INT: 1. John Lusignan (Yam); 2. Drew Porto (Mai); 3. Mark Moser (Hus).

Jannings, Arnet, Simons stake CRC night MX series wins

By Nanette Marie

VALENCIA, CA, JULY 25

In another round of the California Racing Club's Friday Night Tri-Valley Suzuki Dealers Summer Night Motocross Series, some 200 riders showed up to compete for the 100% Pro payback and 30% trophies, as well as the Suzuki dealers' gift certificates and Kal-Gard chain lube offered to class winners.

The largest Pro class was the 125s, putting 13 riders on the gate each time. In the first moto, Bobby Simons found the track to his liking as he got out in front early and held command of the race until the checkered flag came out. Current series leader in the 125cc class, Mark Moscrop ran in behind Simons for second, while Kal-Gard sponsored Chip Johnson came in third ahead of John Drury and Ricky Arnold.

In moto two, Arnold rocketed off into the lead as the pack headed into the first turn. On the first lap he was well in command, but as the pack headed into the esses, Moscrop, Simons, Johnson, Drury, Brian Part and Rick Guilmette all tangled bars, and when the first of the group hit the dirt, all of the rest went down as well. Johnson was the first of the group to get back up and running, quickly followed by Simons, Part and Guilmette. As for Moscrop, he pulled off of the track on the second lap and headed for the pits with a bike too bent to compete on. In the meantime, Arnold was well on his way to sweeping the moto, as Brad Williams ran a distant, but comfortable second. Simons roosted past Johnson, who was riding noticably slower than usual, apparently suffering from the pile-up as well. Behind Johnson was Part, who held a good margin over Guilmette. When the checkers came out, the positions held firm with Arnold the winner, Williams second and Simons third. In the overalls it was Simons, Arnold, Johnson, Williams and Part.

Next on the list were the 250s. Ed Arnet got off into the lead early in the first moto and went on to win it ahead of Rob Tolleson, Rick Hulsizer and Brian Chereshkoff, and his second moto holeshot was a saver as well. Behind him, Chereshkoff took over second via another rider tangle, which left Hulsizer and Tolleson in the back of the pack. Arnet roosted off into the lead and won it easily, while Chereshkoff ran in for second and the same overall. Boo Richardson brought his Suzuki into third, but because of his first moto fifth could only manage a fifth overall as well. Hulsizer and Tolleson battled for the remainder of the moto for fourth, the rider taking the position earning third overall and some money for his night's riding. It was Hulsizer who came out in front of Tolleson when the checkers fell, and it earned him the third overall he was battling so hard for.

In Open action, the only rider to luck out at was Andy Jannings. In the first moto, Jannings took his 450 M-1 out in front in the first part of the race, and stretched his lead all the way to the checkers. Kirk Sturgeon and Ed Arnet battled for second and third for the entire moto, after escaping a pile up in the esses that took out Allen Hopper, Steve Richard and Steve Kelso. When the checkers came out, the order of finish was Jannings, Sturgeon, Arnet, Bill Edrington and Richard.

Moto two saw Jannings stuff his Maico into the first turn in third, then by whipping the big machine into the inside, came out in front. Arnet followed, with Sturgeon right on his heels. In the first two laps, the leading trio stayed neck and neck, until Arnet tried to pass Jannings on the outside of a berm, and went out of control. Sturgeon tried to slip underneath, and Arnet suddenly shot across in front of him, nailing Sturgeon's Yamaha square on. The YZ's pipe was flattened at its widest part, and as Arnet rode off into second, Sturgeon had to fight to stay up in third. At the moto's end, Jannings had a huge lead over Arnet for the win and overall, with Sturgeon coming in third and the same overall.

Results

OPEN PRO: 1. Andy Jannings (Mai); 2. Ed Arnet (Yam); 3. Kirk Sturgeon (Yam).
125 PRO: 1. Jim Simons (Hon); 2. Ricky Arnold (Suz); 3. Chip Johnson (Hon).
250 PRO: 1. Ed Arnet (Yam); 2. Brian Chereshkoff (Yam); 3. Rick Hulsizer (Yam).
MINI BEG: 1. Tony Alessi (Yam); 2. David Couch (Suz); 3. Jim Spotts (Suz).
MINI INT: 1. Richie James (Suz); 2. John Gersses (Kaw); 3. Bob Simons (Yam).
MINI NOV: 1. Jeff Barbacovi (Yam); 2. Tony Puga (Kaw); 3. Cam Johnson (Yam).
100 BEG: 1. James Boldizak (Suz); 2. Jeff Hall (Suz); 3. George Nehause (Suz).
100 NOV: 1. Ted Stuebker (Yam); 2. Herman Loaiza (Suz); 3. Mark McDonald (Suz).
100 INT: 1. Rick Houghtaling (Suz); 2. Mark Davenport (Yam); 3. Kirk Belto (Yam).
125 BEG: 1. Tony Rodriguez (Suz); 2. Rick Logan (Yam); 3. Albert Rocha (Suz).
125 BEG: 1. Marco Folchi (Hon); 2. Ron Steward (Suz); 3. Tony Pulliam (Yam).
125 NOV: 1. Andy Kaplan (Suz); 2. Brad Bradley (Yam); 3. Rob Mansfield (Yam).
125 NOV: 1. Bruce Bartels (Hon); 2. Brett Howell (Kaw); 3. Lyle McPherson (Suz).
125 INT: 1. Doug Gentry (Yam); 2. Gary Bowman (Hon); 3. Bob Byrne (Hon).
OPEN BEG: 1. Ronnie Lewis (Suz); 2. Dave Welty (Suz); 3. Brian Brown (Suz).
250 BEG: 1. Glenn Malquist (Yam); 2. Pat O'Connar (Hon); 3. Clyde Williams (Suz).
CRC VETS JR: 1. Ron Cole (Suz); 2. Dale Brockett (Suz); 3. George Thomas (Mai).
250 NOV: 1. Joe Bauer (Suz); 2. David Thayer (Yam); 3. Craig Stanton (Yam).
250 INT: 1. Kent Bartels (Hon); 2. Joe Johnson (Hon); 3. Beaver Ellis (Hon).
OPEN INT: 1. Tim Edmonson (Yam); 2. Bob Ridgeway (Suz); 3. Eric Dattola (Yam).
OPEN NOV: 1. Bill Andrews (Hus); 2. Mike Wright (Yam); 3. John Lundgren (Yam).

Peterson posts OCIR MX win

By Tom Corley

IRVINE, CA, JULY 24

New Zealander Phil Riddle has been in the 250cc Intermediate class for quite a while, taking a good number of wins at OCIR and tonight he was finally advanced to the 250cc Pro ranks. It was a definite change of pace.

Actually, Phil was not the only rider on the line-up who was new to this class. Ammex racer Gary Sewell left the Intermediate pack as well. Both of these riders handled it naturally and it was good to have a couple of new riders in this class because it is usually too small. Todd Peterson was out and he led the entire first moto. Dave Behlings passed Riddle on the 10th lap and trailing those two were Andy Guth and Sewell.

In the final moto Behlings kept his competitors behind him till the fifth lap. Then he went down and this gave Peterson the break he needed to win. Guth advanced and took control over Riddle. Overall it was Peterson, Guth, Riddle and Behlings.

Now in other contests the riders who won had it just like Todd Peterson did. In the 250 Novice class Paul Bassett took his Yamaha to a clean sweep victory. Paul won each moto but received quite a hassle from the others. In the first moto Bill Olson led till the eighth lap then Bassett gained the lead. Pat Nash has been out of the racing action for a long time but he is back into it now. Pat did not do too hot in the first moto but made up for that poor score by taking second in the final moto. Pat led for a couple of laps until Bassett made his move to the first place spot and Nash settled in second. Overall it was: Bassett, Vincent Phillippi, Gary Hunt, Gary Clark and Nash.

Gary Gonzales is one of the more consistent riders in the 500cc Intermediate race. It seems like he is out here every week and he keeps on coming out because he is winning so much. He rides a Maico so maybe that is part of the reason. Gary won his class overall ahead of Robert Leroy Casper and Dave Pilarski.

Results

MINI 50-60 BEG: 1. Kevin Samford (Yam); 2. Jasson Jones (Amx); 3. Jeff David (Yam).
MINI 50-60 INT: 1. Gary Morton (Suz); 2. Ray Swearinger (Suz); 3. Newton Acevedo (Suz).
MINI BEG DIV 1: 1. Edward Gauley (Suz); 2. Gary Stoltenberg (Suz); 3. Brad Wilson (Yam).
MINI BEG DIV 2: 1. Tom Martinez (Suz); 2. Roy Watkins (Kaw); 3. Brett Guyatt (Yam).
MINI BEG DIV 3: 1. Ken Clifton (Suz); 2. Donny Fish (Hon); 3. Stephanie Jones (Hon).
MINI NOV: 1. Steve West (Suz); 2. Doug Hawkins (Kaw); 3. Steve Evinger (Suz).
MINI INT: 1. Chris Gables (Yam); 2. Don Turk (Yam).
100 BEG: 1. Bobby Owens (Yam); 2. Brad Kelly (yam); 3. Ron Convery (Yam).
125 BEG DIV 1: 1. Robert Schneider (Hon); 2. John Wright (Suz); 3. Jim Turner (Yam).
125 BEG DIV 2: 1. Brian Bates (Yam); 2. Scott Belanger (Yam); 3. Kerry Sorensen (Yam).
125 BEG DIV 3: 1. Mark Peppers (Kaw); 2. Greg Fates (Suz); 3. Greg Trainor (Yam).
125 NOV DIV 1: 1. Ryan Roberts (Hon); 2. Don Myron (Suz); 3. Bobby King (Suz).
125 NOV DIV 2: 1. John McCaughey (Suz); 2. John Begin (Suz); 3. Curt Malins (Suz).
125 INT: 1. Harley Hall (Yam); 2. Taylor Marcell (Kaw); 3. Jeff Chandler (Suz).
250 BEG: 1. Steve Russell (Suz); 2. Mark Farley (Suz); 3. Frank Stouff (Yam).
250 NOV: 1. Paul Bassett (Yam); 2. Vincent Phillippi (Suz); 3. Gary Hunt (Hon).

250 INT: 1. Mike Lillevig (C-A); 2. DeVon Farley (Hon); 3. Gary Lower (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Andy Guth (Yam); 3. Phil Riddle (Kaw).
OPEN BEG: 1. John Anderson (Yam); 2. Steve Hitch (Hus); 3. Jeff Glynn (Kaw).
OPEN NOV: 1. Marc Crider (Mai); 2. Don Stanley (Yam); 3. Mark Gibbs (Suz).
OPEN INT: 1. Gary Gonzalez (Mai); 2. Robert L. Casper (Yam); 3. Dave Pisarski (Suz).

Livingston leads the way at Ascot MX

By Tom Corley

GARDENA, CA, JULY 23

The rider participation is up at Ascot Park. Everyone really likes the new trackside arrangement. And, because the trucks and vans are lined up against the crash wall, the grandstands are now packed with people who are able to get a good view of all the track.

Terry Woody usually takes his Suzuki to one of the top three places in the Mini Junior class. He entered the division two race tonight and found some good solid competition from John Davis. Woody got the best of the pack in the first moto and Davis had to follow while Craig Gardner was in third. Davis stepped on it in the final moto and aced out Woody who ended up in third because Troy McFarland got in between those two. With a 2-1 score Davis won the first overall trophy ahead of Woody, Brock Suter and McFarland.

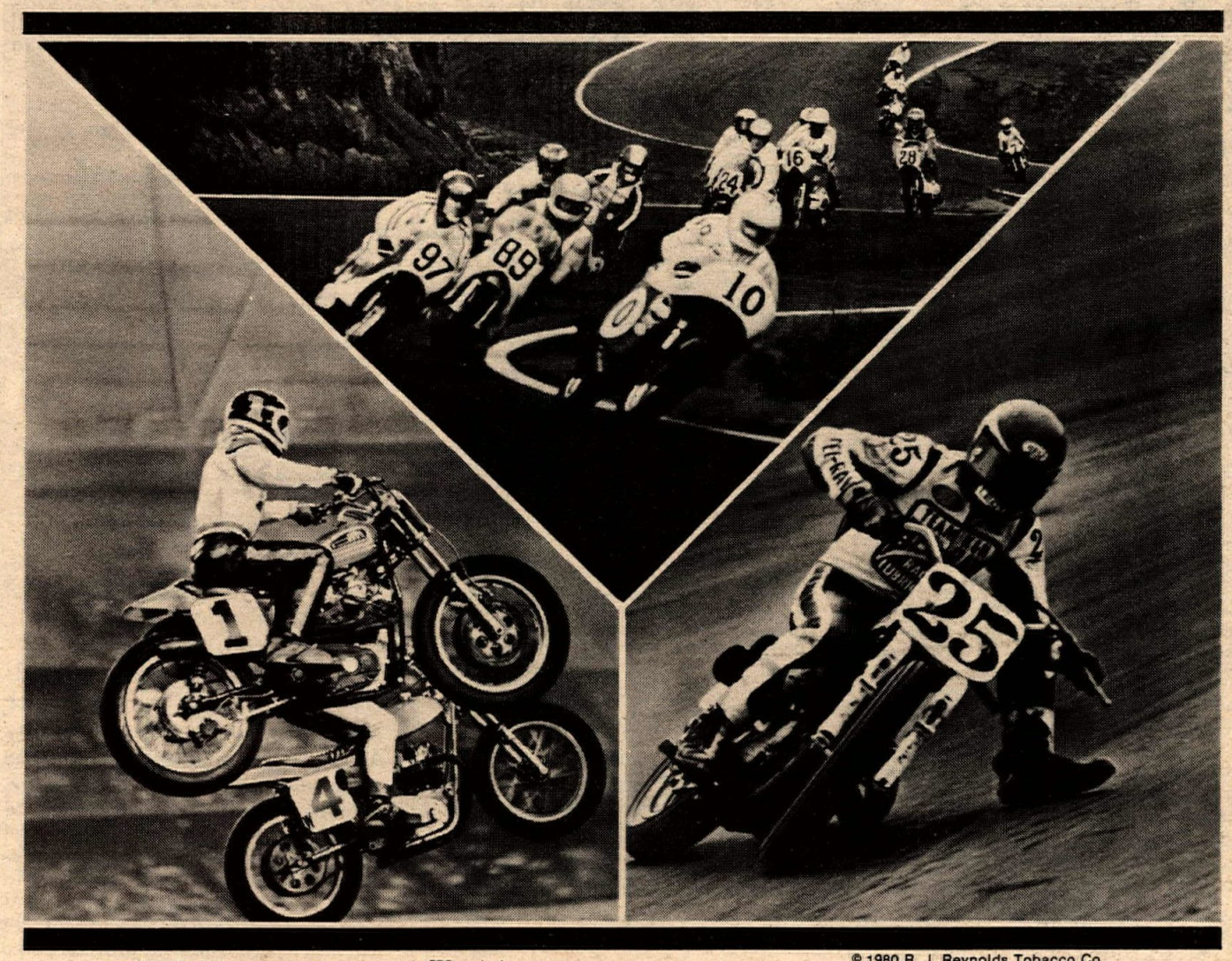
After the race several of the 100cc class riders came over and requested a write-up. This class is usually small with about five riders engaged in the action. Tonight there were four people going for it and a good tight battle was seen. There was a lot of handlebar to handlebar racing between leaders Lonnie Livingston and Michael Buchanan. These two are arch rivals and both live in Los Angeles. Lonnie got the advantage in both motos and took first overall. Buchanan was second ahead of Brad Kelly and Bill Jawitz.

Darrell Russell is starting to set himself apart from the rest of the 250cc Junior class and took the overall win in the first division. Kevin Brown gave him trouble and won the first moto but Russell won the deciding second moto. On the official results it was Russel, Brown, Dean Manley and Ron Spinak. ●

Results

50 JR: 1. John Matthews (Suz); 2. Jason Jones (Suz); 3. James Summers (Yam).
50 INT: 1. Newton Acevedo (Suz); 2. Jason McFarland (Suz); 3. Prax Cruz (Suz).
MINI JR DIV 1: 1. John Davis (Yam); 2. Terry Woody (Suz); 3. Brock Suter (Yam).
MINI JR DIV 2: 1. Ken Clifton (Suz); 2. Dave Hovis (Yam); 3. Donny Fish (Hon).
MINI INT: 1. Duane Summers (Yam); 2. Steve Evinger (Suz); 3. Danny Tinsman (Kaw).
MINI EX: 1. Skip Godinez (Kaw).
100 JR: 1. Lonnie Livingston (Suz); 2. Michael Buchanan (Suz); 3. Brad Kelly (Yam).
100 INT: 1. Pat Dolan (Suz).
125 JR DIV 1: 1. Mike Allen (Yam); 2. Bill Eisenacher (Hon); 3. Jerry Greer (Suz).
125 JR DIV 2: 1. Bill Lunney (Suz); 2. Larry Early (Yam); 3. Jim Bacon (Hus).
125 JR DIV 3: 1. Scott Fellhoelter (Suz); 2. Steve Serhlinger (Suz); 3. John McNulty (Suz).
125 INT: 1. Frank Pilato (Yam); 2. Craig Gable (Yam); 3. Mark Allen (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Tim Shelton (Yam); 3. Glenn Page (Suz).
250 JR DIV 1: 1. Darrell Russell (Hon); 2. Kevin Brown (Mai); 3. Dean Manley (Mai).
250 JR DIV 2: 1. Rick Johnson (Yam); 2. Tony Molina (Yam); 3. Andy McDevitt (Hus).
250 INT: 1. Randy Sciarra (Suz); 2. DeVon Farley (Hon); 3. John Stapleton (Yam).
250 PRO: 1. Pete Murray (Mai); 2. Todd Peterson (Yam); 3. Gary Jones (Amx).
500 JR: 1. Chris Jackson (Yam); 2. Mike Wayne (Hon); 3. Dean Peterson (Yam).
500 INT: 1. Michael David (KTM); 2. Steve VanZant (Mai); 3. Dickie McMillen (Hus).
500 PRO: 1. Pete Murray (Mai); 2. Clark Jones (Hus); 3. Paul Sedler (Hus).
OVER 30: 1. William Misener (Yam); 2. Rick Watson (KTM(; 3. Jim Gates (Suz).
MASTERS: 1. John McManaway (Yam).

Winston Pro Series



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NORTHERN DATELINE

Sacto Jammers host MX Jamboree at Prairie City

By Mel White

SACRAMENTO, CA, AUG. 3

Today's motocross race at Prairie City OHV Park was promoted by the Sacramento Jammers Motorcycle Club. They are family oriented, although singles are welcome as well, and very democratic. Everyone has a vote, which may account for a 12-year-old getting himself elected Sergeant-at-Arms. Competition is important, but they do other things as well and if you live in the Sacramento area you might want to check them out at one of their meetings on the second and fourth Wednesday of each month, 8 p.m. at Rudy's Hideaway. Today's race demonstrated that they indeed know racing. The track was excellently prepared and watered so it maintained traction all day and ever got dusty. Every detail was covered, from the assurance of having Parts-In-The-Pits there right down to engraving the trophies.

Yamaha support rider David Wood was the big winner of the day, winning all four of his motos. On the Open bike he had the holeshot in the first moto and took it all the way. Dan Schorf (Mai), Jeff Cloutier (KTM) and Steve Coffey (Mai) all were ahead of Wood at the start of moto two, but by the third lap Wood had taken over again for keeps.

On the 250s, Allen Berluti (Mai), Randy Chapman (Mai) and Dean Shultz (Suz) traded and shared second, third and fourth but Wood took all the firsts.

Danny Bassett (Yam) was first up the start and stayed in the lead for most of the first moto of the 125cc Novices. Behind him, and continuously jockeying for position, came Dave West (Suz), Glenn Davis (Yam), Jeff Cabral (Suz) and Steve Magnani (Suz). When Bassett finally relinquished his lead, it was Cabral that took it over and held on for the checkered flag. Magnani got past for second and Bassett settled for third.

The drop of the gate in the second moto let Magnani out first followed closely by Davis. Magnani crashed before he had completed the first lap, giving the lead to Davis. Bryan Glover (Suz) and Steve Panovich (Yam) were in front of Cabral in fourth place and Bassett in fifth. By the third lap Cabral was into second place and closing on Davis. Time ran out and Davis was across the finish line with Cabral inches behind. First overall went to Cabral, second to Davis.

Two Hondas ridden by James Dickman and Marty Cunningham leaped off the line first in both motos of the 125cc Amateurs. Dickman was fated to DNF both motos while Cunningham bailed off both times but remounted to finish late. In the first moto, John Frampton (Yam) took over the first position and stayed there to the end.

Jim Rolewicz (Hon) took over in the second moto to score the winning ride. But it was Kevin Bixby, mounted on a Yamaha from Wright's Motors in Lodi, who had the best combination and claimed the first overall trophy for his two strong rides.

Danny "Magoo" Chandler (Hon) swept the 125cc Expert motos. Spoof Pena (Yam) holeshot moto one followed by fresh Expert Steve Richards (Yam). Magoo was third. They rounded the top of the hill at the end of the first lap literally three abreast and it wasn't until the end of the second lap that Magoo got past Richards. After that it was clear sailing for Magoo.

Richards pushed into the pits. Bradley Harrison (Yam) made too strong a bid for Ken McKenzie's (Suz) spot in second which moved them both back a few. Pena came across the finish line second. In the second moto Magoo was again victorious, Harrison was second and another fresh Expert, Eric Mashbir (Hon), third.

Results

125 NOV: 1. Jeff Cabral (Suz); 2. Glenn Davis (Yam); 3. Danny Bassett (Yam).
125 AM: 1. Kevin Bixby (Yam); 2. John Frampton (Yam).
125 EX: 1. Danny Chandler (Hon); 2. Bradley Harrison (Yam); 3. Eric Mashbir (Hon).
250 NOV: 1. Gary Mahoney (Hon); 2. Joe Brazil (Yam); 3. Tom Anderson (Suz).
250 AM: 1. Berkeley White (Suz); 2. Greg Nash (Mai); 3. Kevin Bixby (Yam).
250 EX: 1. David Wood (Yam); 2. Allen Berluti (Mai); 3. Randy Chapman (Mai).
OPEN NOV: 1. Tom Sweeney (Yam); 2. David Barber (Kaw); 3. Brad Huffer (Suz).
OPEN AM: 1. Brian Butler (Yam).
OPEN EX: 1. David Wood (Yam); 2. Pat O'Donnell (Mai); 3. Jeff Cloutier (KTM).
OT NOV: 1. Gene WElls (Kaw).
OT AM: 1. Mike McKee (Yam); 2. Don McKenzie (Mai).
OT EX: 1. Bill McClinton (DMS).
VETS NOV: 1. Ralph Halford, II (Mai).
VETS AM: 1. Fred Strunk (Mai).
VEST EX: 1. Bill Grigg (KTM).
100 SCHOOLBOY NOV: 1. Robb Forsberg (Suz).
100 EX: 1. LeRoy Deleon (Suz).
POWDER PUFF NOV: 1. Melissa Ross (Suz).
POWDER PUFF AM: 1. Debbie Jamerson (Mai).
MINI NOV: 1. Marcus Sabado (Yam); 2. Grady McLeod (Suz); 3. Chris Stewart (Yam).
MINI AM: 1. Ernie Cervantes (Suz).
MINI EX: 1. Greg Michalec (Suz).

Scrambles/MX series begins at Sand Hill

By Sally Sideliner

BRENTWOOD, CA, AUG. 2

A five-week evening series of races combining scrambles and motocross at Sand Hill Ranch saw its first action Saturday night as Novice rider Ken Klein on a 250 Suzuki took the holeshot over the Juniors. However, a second lap crash allowed Junior Gary Plaatje on a Honda to scoot by for the win. Gary also won the second moto with Glen Zettuquist on a Husky winning the 250cc Novices.

Maico rider Pat Doyle, a Junior in the Vets and Old-Timers class, shot to their lead but was quickly passed by Mike Williams out of Cycle City in Walnut Creek. Mike repeated his first moto performance in the second for a first overall with Junior Don Sweeringen taking second.

The best racing of the evening went to the competitive 125cc Novice and Junior combined. Kimo Casey, the Novice on a Yamaha, led the first moto start to finish with Junior Bill Aguilar pushing the rear tire all the way to the checkers. Kimo was also the 125cc Junior Scrambles winner on Friday.

The second moto brought Bill out of the turn first with Kimo in third. A quick shift of positions through the trees and the rest of the race was a repeat of the first...only this time the Novice rider was pushing the Junior who took the checker for the overall win. Bob Judkins on a Suzuki crossed the line third for a second in the Novice division.

Expert Rodney Smith holeshot his 250 Yamaha to win the first moto with Kelly Barry on a Maico in close pursuit. The second race was a reversal as Kelly came through the first turn in front and led all the way.

Results

250 NOV: 1. Glenn Zetterquist (Hus); 2. Greg Londahl (Hon).
250 JR: 1. Gary Plaatje (Hon).
VETS OT: 1. Mike Williams (Mai); 2. Don Sweeringen (Yam).
125 NOV: 1. Kimo Casey (Yam); 2. Bob Judkins (Suz).
125 JR: 1. Bill Aguilar (Suz).
MINI: 1. Mike Menjares (Suz).
100 NOV: 1. Emmett Ramirez (Suz); 2. Tim Copeland (Suz).
250/OPEN EX: 1. Kelly Barry (Mai).
250/OPEN JR: 1. Jerry DeKay (Mai).
OPEN NOV: 1. Danny Souza (Mai); 2. Alan Armstrong (Suz).

Jannings, Oliver, Schmitz smoke AME Sprockets Park MX

By Laura Richard

BAKERSFIELD, CA, AUG. 2

There was quite a turnout of riders and spectators to enjoy a nice night of motocross put on by American Motocross Enterprise at Sprockets Park in Bakersfield. Andy Jannings, mounted on his Track N' Travel Maico, was able to capture the overall win in the Open Pro race. Jannings took the holeshot and the lead in the first moto followed by Bakersfield Yamaha rider Darren Oliver and Phil's Race Team Maico-mounted Mike Wickersham. Wickersham was able to put the pressure on Oliver to take second.

Moto two saw Jannings again with the lead followed by Oliver and Wickersham. Wickersham had to pull off the track due to bike problems which left the third place spot open for Yamaha rider Brain Vargus. Oliver put the pressure on Jannings and was able to take the lead, but the overall for the night went to Jannings with Oliver taking second and third going to Vargus.

In the 250cc Pro race, Super Seer Suzuki rider Doug Lawrence took the holeshot and the lead as the gate dropped for the first moto followed by Oliver and Honda rider Mike Bosworth. Lawrence was able to hold off the strong competition to take the moto win. Moto two saw Oliver taking the lead followed by Kern Sport Cycle Husky rider Randy Lewis and Lawrence. At the checkered flag it was Oliver taking the win and the overall for the night with Lawrence in second and third going to Lewis.

In the 125cc Pro class, it was all Steve Schmitz mounted on his International Yamaha as he took back-to-back wins for the night. Schmitz took the first moto wire to wire holding off Bakersfield Yamaha rider Marc Bledsoe and Husky rider Jeff Stubblefield. Round two saw Schmitz going down in the corner and dropping back to last place, but by the end of the race it was Schmitz with the win as he had worked his way back up. Schmitz took the overall with second going to Bledsoe and third going to Stubblefield.

Results

500 PRO: 1. Andy Jannings (Mai); 2. Darren Oliver (Yam); 3. Brian Vargus (Yam).
250 PRO: 1. Darren Oliver (Yam); 2. Doug Lawrence (Suz); 3. Randy Lewis (Hus).
125 PRO: 1. Steve Schmitz (Yam); 2. Mark Bledsoe (Yam); 3. Jeff Stubblefield (Hus).
500 INT: 1. Brand Johnson (Suz); 2. Mike Lopez (Yam); 3. Robert Springman (Yam).
250 INT: 1. Paul Hager (Hon); 2. Brand Johnson (Suz); 3. Beaver Ellis (Hon).
125 INT: 1. Chris McCauley (Suz); 2. Darin Layton (Yam); 3. John McCauley (Suz).
500 JR: 1. Mike Abbott (Yam); 2. Ronnie Lewis (Yam); 3. Tim Conner (Yam).
250 JR: 1. Joe Roark (Kaw); 2. Ron Jordan (Suz); 3. Mark Selbach (Yam).
125 JR: 1. Steve Leonard (Suz); 2. David Carlile (Suz); 3. James Reynolds (Yam).
VETS EX: 1. David Rogers (C-A); 2. Randy Gafner (Yam); 3. Richard Jackson (Hus).
VETS JR: 1. Terry Williams (Hus); 2. Ron Clawson (Mai); 3. Carl Casanova (Yam).
100 INT: 1. Eric Silgero (Suz).
100 JR: 1. Rusty Carlile (Suz); 2. Levi Smith (Yam); 3. Raymond Bryson (Suz).
125 BEG: 1. David Young (Hon).
MINI EX: 1. Andy Ellis (Yam).
MINI INT: 1. Lance Johnson (Suz); 2. Phil butler (Suz); 3. Jim Heiser (Yam).
MINI JR: 1. Wesley Furrh (Yam); 2. Jason Martin (Suz); 3. Chet Tucker (Hon).
60cc JR: 1. Kayle Johnson (Suz); 2. Kevin Peoples (Suz); 3. Shane Martin (Suz).
PEE WEE: 1. Joseph Jamsson (Suz).

Moore, Boyles grab Lodi ST spotlight

By Ann Carr

LODI, CA, AUG. 1

Danny Moore from Carmel and David Boyles from Stockton grabbed the Lodi spotlight tonight as short track high point action quickly draws to a close. Boyles, aboard a Champion Honda from Spinetti's of Jackson, nailed down the 250cc Expert main over Moore and Kim Jorgensen to clinch the overall high point trophy donated by TV Service Center of Lodi. David's closest nemesis, Chris Carr, missed tonight's action and dropped out of contention.

Moore preceeded his strong 250 ride by jumping out front of a small 500cc Expert contingent and easily outdistanced Doug Chandler aboard Ted Davidson's Bill Campbell Yamaha. Danny appears prepped to do good things at the Kansas nationals in his last Amateur season.

In other Sportsman action, Rob Dunham of Stockton led the 125cc Junior main wire to wire in close competition with Sherman's Mike Snider. The win gave Dunham class honors for the season. Burton Cycle's Mike Cronk picked off another 250cc Junior go and still has a chance to catch point leader Shawn Black. Santa Rosa's Larry Staggs took his Rossi's Kawasaki to the 250cc Novice win over Bill McDonnell and Don Stommel executed well to hold off a charging Debby Rocha in the combined 500cc main.

In Mini action, Aaron Hill led the Kawasaki sweep of the Expert main while easily outdistancing Winkie Freitas and Dana Douglas held off Todd Beecher for third. Ronnie Hays and John West collided in the last corner of the Junior fray, and with both going down, Bobby Black slipped in for the win and a tie for season honors. Harold Gepford eased into his first Junior points with second. Lodi's Jeff Bingham, who hasn't raced until this season, won his first Novice main with Jon Noyer in second.

High point action closes out at Lodi August 15. Awards will be presented at the Labor Day short track opner August 29. Short track racing continues at Lodi every Friday night through August and then switches back to Saturday when Stockton M.C. takes over for a series through October 4.

Results

85-100 NOV: 1. Jeff Bingham (Suz); 2. Jon Noyer (Yam).
85 JR: 1. Bobby Black (Kaw); 2. Harold Gepford (Yam).
85 EX: 1. Aaron Hill (Kaw); 2. Winkie Freitas (Kaw); 3. Dana Douglas (Kaw).
500 EX: 1. Danny Moore (Hon); 2. Doug Chandler (Yam).
500 NOV/JR: 1. Donnie Stommel (Hon); 2. Debbie Rocha (Hon).
350 NOV: 1. Mike Laird (Hon).
250 EX: 1. David Boyles (Hon); 2. Danny Moore (Yam); 3. Kim Jorgensen (C-A).

250 JR: 1. Mike Cronk (KTM); 2. Randy Fischer (Yam); 3. Chris Fisher (Yam).
250 NOV: 1. Larry Staggs (Kaw); 2. Dan McDonnell (Bul).
125 NOV/JR: 1. Robbie Dunham (Yam); 2. Mike Snider (Suz).

Vlahos and Woods "tune in" at Sacto night MX

By Greg "Nuclear" Neukam

SACRAMENTO, CA, AUG. 1

Friday night at Sacramento Raceway has become a night to come and "tune in" as well as find out where the Sunday action is going to be.

Steve Vlahos was the big winner in the 125cc Pro class tonight. In the first moto, Cory Cantaloupi (Donnie's lil' bro) was hot on his tail. Pat Yoho was third after working his way up from ninth.

In the second moto, it was reversed with Yoho in second and Cory in third. Vlahos was first for the overall.

In the 250cc Pro first moto, Dave Woods pulled one of his patented holeshots and stayed in front from start to finish. Randy Chapman booted his Maico up from a fifth-place start to a second-place finish behind Woods, but there was no way he was going to catch Dave, let alone pass him.

Another Maico-mounted rider, Lance Loller, settled for third as Greg Bonovich kicked his Kawasaki into fourth. Bill Coates on a Yamaha was fifth.

Moto two was all Dave Woods again as he ended up with the overall. Chapman could only pull a fourth out of this moto, but that put him in second overall. Coates put his Yamaha in second for third overall. Greg Bonovich tied Coates in the point situation, but his second moto third gave way to Coates' second so he had to settle for third overall. Loller was fourth with 3-6 finishes.

Woods pulled another of his Friday night holeshots in the first Open Pro moto, too. He and Dan Turner pulled a lead on everyone as Intermediate Jim Van Dusen picked up third.

Moto two was another Woods holeshot, but Turner put his Bill Harrison Construction Racing Team Maico to its limit to catch the Yamaha on a track suited to a non-European powerband. After a few laps, they were lapping the rest of the pack and it looked as though Dan might get his chance to zap Dave in traffic as he did one week previously. But Dave slipped past the slower riders with too much ease for Turner to take advantage. So, as in moto one, Dave won with Dan second.

Donna McGlothin won the Powder Puffers race, but I feel special mention should go to Donna Mitchell who was fourth overall. The reason for that being that she is a recently christened *mother!* Yep, just a few weeks ago she gave birth to Donavan Duffy Mitchell. And we all know (and hope) he'll be faster than his dad Duffy. Should be no problem. Congratulations Donna.

Chandler and Day split Fremont ST wins

By W. H. Spencer

FREMONT, CA, JULY 30

Records are meant to be broken and it looks like 14-year-old speedster Doug Chandler from Salinas is going to try to win all the 250cc Expert main events at Fremont Race-

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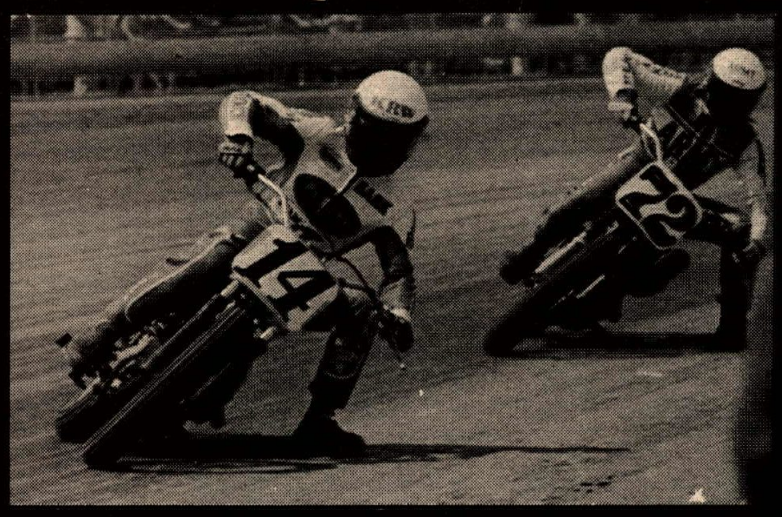

HANK SCOTT and MIKE KIDD finished 1 & 3 in the 25 Lap National Mile at DuQuoin, IL August 10. Hank's win puts him back in the Winston Pro Series points lead.

Congratulations also to KRW rider DAVE ALDANA on his 3rd place finish in the Laguna Seca AMA Superbike National August 2.

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NORTHERN DATELINE

Donnie Cantaloupi was a two-class winner at Argyll's scorcher MX.

way. His record now stands at five and the record is six, held for some six years by Rick Hocking. Doug had to ride from last place to win tonight and shared the top honors with teammate Keith Day on Kawasaki of Salinas motors. Keith won the 500cc Expert main and then took the first special "King of the Bay" event.

A slightly lower turnout of riders didn't bother the swelling crowd that enjoys Wednesday night short tracks and it was a newcomer to the 80cc Novice victory circle. Jeremy Chisum finally got a chance to come up and ride and did the right job winning on dad's KX80 while Vince Caramella took second. Joey Diaz and cousin Ricky seem to like to keep all the 80cc Junior trophies in the family, Joey winning once again. Kurt Chandler continues to dominate the 80cc Expert class. He beat out a determined ride between Kelly Fisher and Mike Macedo.

In big boy 125cc Novice/Junior competition it was Dave Caballero on the Champion Yamaha over another new name, Brian Blackburn. Brian Havey made his first appearance at this track and won the 250cc Novice class with good style over old faithful Bill Baker.

Pete Murray seems to like winning the 250cc Junior class despite lots of competition from Caballero and Steve Spenker.

As the main events got to going real smooth, it seemed to be just a bit too early and so in the 250cc Expert main, somehow a restart was called. Before the green flag flew, about half the front row was in the back row, then the cheaters box and so when the sorting out came to be, Chandler was running the Salinas Kawasaki in last spot and there was no way in hell that he was going to beat the likes of Jim Mertens on the BOSS Yamaha, Dave Rosa on the Don's Plumbing Yamaha or Danny Moore on the Yamaha of Salinas special.

Of course, this young man who has won seven national Amateur titles and was the four-time number one Mini rider doesn't have that in his vocabulary and so he went to work riding Keith Day's short tracker around the competition to win his fifth straight main event.

Mark Day came out on the H & S Bul for the 360-500cc Novice main over Randy Holycross on the ancient age BSA. Mike Ahm kept the bigger displacement bikes at bay as well, winning the combined 360-500cc Junior race over Steve Nunes. Steve Carrillo still has the stranglehold on the 360cc Experts with a very quick Yamaha, winning over Kevin Hugill and Rocky Malynn.

Keith Day came out for some good sport and handily won the 500cc Expert main over Danny Moore and Doug Chandler and then came back to win the special "King of the Bay" series which wasn't so good for Dave Rosa who took a bad tumble but will be well enough to go East for the Amateur Nationals on the Don's Plumbing, Harry Lillie-prepped 250 and 500cc bikes.

Results

80 NOV: 1. Jeremy Chisum (Kaw); 2. Vince Caramella (Kaw).
80 JR: 1. Joey Diaz (Kaw); 2. Ricky Diaz (Kaw).
80 EX: 1. Kurt Chandler (Kaw); 2. Kelly Fischer (Yam); 3. Mike Macedo (Suz).
125 NOV/JR: 1. Dave Caballero (Yam); 2. Brian Blackburn (Yam).
250 NOV: 1. Brian Harvey (Yam); 2. Bill Baker (Bul).
250 JR: 1. Peter Murray (Yam); 2. David Caballero (Yam); 3. Steve Spenker (Yam).
250 EX: 1. Doug Chandler (Kaw); 2. Danny Moore (Kaw); 3. David Rosa (Yam).
360 NOV: 1. Mark Day (Bul); 2. Randy Holycross (BSA).
360-500 JR: 1. Mike Ahm (Hon); 2. Steve Nunes (Yam).
360 EX: 1. Steve Carrillo (Yam); 2. Kevin Hugill (Yam); 3. Rocky Malynn (Bul).
500 EX: 1. Keith Day (Yam); 2. Danny Moore (Hon); 3. Doug Chandler (Yam).
KING OF THE BAY: 1. Keith Day (Yam).

108 and no starting gate

By Greg "Nuclear" Neukam

DIXON, CA, JULY 27

Temperatures were over 108° in the shade, if you were lucky enough to find any today at Argyll Park's motocross. The starting gate was on the fritz resulting in a flag start and there were fewer than usual riders due to the heat, even with all other races in the area cancelled. There were still some good races and a few riders even rode two classes to work up a real sweat.

The first 125cc Pro moto was a minor disaster. During the race, the track was being watered! Danny "Magoo" Chandler went down in a mud hole that was one lap previously a dust bowl. Surprise! Dave Woods was another victim as he and his bike went down on the downhill. The bike was cushioned from the fall by his body and as they slid to a stop, his bike was still on top of him.

Donnie Cantaloupi won as Wood remounted and finished second in front of Magoo.

Cantaloupi and his watercooled Yamaha (the spoils of factory sponsorship) along with Magoo on his box-stock Honda CR125R (shocks and all!) went out in front of everyone in the second moto. They immediately started pulling a lead on the rest of the pack as Woods began working his way up from a poor start.

Magoo made a gallant effort at passing "Aqua-loupi" but the power advantage was only too apparent as Magoo would tighten things up in the turns, but lose out where power came into play. It will be very interesting to see what happens when Magoo gets his suspension up to par with his aggressive riding and some aftermarket or Honda R&D parts to up the horsepower.

The start of the first 250cc Pro moto left something to be desired. The first attempt was aborted, but the second was no better, yet they green-flagged it anyway. Oh well, nobody wanted to go at it again in this heat anyway.

Cantaloupi was out in front of this one, too (solar cylinder this class, though) with Woods outside and Lance Coleman sandwiched between on his Husky. Danny Turner on his Bill Harrison Construction Maico was about eighth place, but immediately started working his way up.

After things settled down at the end of the first lap, Cantaloupi and Woods were still out front. Randy Blair held third in front of Coleman and Turner.

Just before the "corkscrew" uphill, Turner put a few slick moved on an unsuspecting Coleman and was soon around and movin' up! As he crested the top of the hill, he scooped out the number eight jersey on Blair's back and dialed in on catching him — quickly!

'Loupi won as Woods took second with a charging Turner in third. Blair was fourth ahead of Brian Wargo.

Turner was experiencing some pinging at full *and* half throttle so some rejetting was required by mechanic Al Collard. It seems the bike was still jetted for the Superbowl two weeks previously and the cool night air of LA differed drastically from the Dixon heat. Two steps richer did the trick.

Cantaloupi was again out front of moto two, this time with Blair's Yamaha on his tail. Coleman, Turner and Woods were back in the pack a ways.

After a few laps, Cantaloupi was still in the lead, Wargo had taken over second and Blair was third. As 'Loupi and Wargo put a small cushion on Blair, Turner had worked his way through the pack from a poor start and was challenging for third. Coleman was in fifth with Jimmy Robertson and Woods behind.

Turner put his great riding experience to work and made it to second before the eight laps were up, but Cantaloupi had the win and the overall.

Turner holeshot both Open Pro motos and won the first unchallenged while Brian Jodry took second after working past Rick Ferlong. Bob Schaeffer made it up to third in the first moto as Dean Shultz (Darrell's brother) dropped back from a good start with a disintegrating front wheel that made his Suzuki look like an MX missile in heat.

Jodry passed Turner in the early going of the second moto, but Dan just held back waiting to take advantage of any mistake. The mistake came when Brian got personal with the turf and tried to kiss a sweeper. He got up in third and held position to the finish.

Puhakka meets WMRRA 250 GP Challenge

By Russ Cazier

KENT, WA, JULY 27

Peter Puhakka showed the Washington Motorcycle Road Racing Association faithful at Seattle International Raceway that he still has the touch by winning the 50-mile 250 GP Challenge. Puhakka, a Canadian rider and formerly a frequent visitor to the WMRRA winner's circle, made his first Seattle appearance this year a big one by playing a waiting game in third and fourth positions for most of the race. When pre-race favorites Bruce Lind and Brian Sutton fell out with mechanical failures, Puhakka was in for the win.

With Randy Skiver taking a Sunday off from Northwest roadracing, Bob Loose, on a Suzuki GS1000 Cafe bike sponsored by Everett Suzuki, won both Open Cafe and Open GP, plus finishing fourth in the 250 GP race. Bruce Lind, on an older TZ750, stayed wheel to wheel with Loose, swapping leads through both heats of Open GP and forced some of Loose's best-ever lap times around SIR. Chris Michak's debut of a Kawasaki four-stroke GP machine netted him a third place, but the Kaw's brakes and handling appeared not yet dialed in.

Keith Pinkstaff kept his perfect unbeaten string in Open Production, winning that class going away, as well as taking second to Loose in Open Cafe. Keith is presently leading the slate of WMRRA racers in season points in a class, and the other racing Pinkstaff, Howard, went into the race with a narrow points lead in Open Single GP. Howard's fourth in this race keeps him in contention for the season win.

Rod Chronister's astonishing development as a road racer continues. The Yakima rider gets faster and smoother every race and won both heats against a very strong field including Claude Hislop and Dave Wilson who finished second and third in 750cc Production. Rod's father, Howard, helps prepare the bike, sponsors him and then works a corner during the race; he appeared more tired than Rod at the trophy presentation.

John Westphalen, whose picture graced the cover of the WMRRA race program, showed dedication above and beyond the call after he crashed his Triumph. Westphalen went to the hospital and returned to the track in time for the trophy presentation wearing the familiar figure eight brace supporting a broken collarbone. Naturally, he claims he was in second and going for the lead when he crashed.

Impressive-ride-of-the-day honors should go to Adrian Chaster who won 410cc Production handily, then rode the same RD350 in a mixed 750 and Open Production heat. It looked for a while that Chaster was *not* going to finish last, prompting at least one Open Production rider to expend some extra effort.

Results

250 GP CHALLENGE: 1. Peter Puhakka (Yam); 2. Chris Robinson (Yam); 3. Daryl Cornwell (Yam); 4. Bob Loose (Yam); 5. Sidney Collier (Yam).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Wayne Tanner (Suz); 3. Lewis Haruff (Duc).
750 PROD: 1. Rod Chronister (Suz); 2. Claude Hislop (Hon); 3. Dave Wilson (Kaw).

410 PROD: 1. Adrian Chaster (Yam); 2. Robbie Adams (Yam); 3. Kelly Constable (Hon).
OPEN CAFE: 1. Bob Loose (Suz); 2. Keith Pinkstaff (Suz); 3. Chuck Wiley (Suz).
850 CAFE: 1. Dan Zlock (Suz); 2. Pat Marinacci (Hon); 3. Monte Phoenix (Hon).
600 CAFE: 1. Floyd Fortin (Hon); 2. Dale Franklin (Yam).
OPEN GP: 1. Bob Loose (Suz); 2. Bruce Lind (Yam); 3. Chris Michak (Kaw).
125 GP: 1. Scott Moon (Hon); 2. Mike Kenyon (Hon); 3. Tod Dressel (Hon).
OPEN SINGLE GP: 1. Joe Rodgers (Suz); 2. Steve Haug (Hon); 3. Chris Loomis (Hon).
250 SINGLE GP: 1. Rhys Howard (Hon); 2. Ralph Javins (Yam); 3. Phil Kessler (Yam).

Lund and Claassen clash at Sixes MX

By Delbert Longbrake

SIXES, OR, JULY 27

The inlanders abandoned the inlands like rats abandoning a sinking ship as prospective motocross riders and fans left the 100 plus degree parched valleys and headed for the more agreeable 65 degree coastal temperatures at the Sixes motocross track near Port Orford. But while the weather may have been cool, the day's racing could only be described as hot, wild and woolly as riders careened off trees and Monte Carlos and looped out, sending man and machine hurtling through the air in different directions for 20 feet or more. At the end of the day though, Carey Lund and Chris Alberts found themselves at the front of the Pro payoff line with Lund taking the 125cc class and Alberts winning the 250cc class.

The 125cc Pro race was a show of incredible speed and skill as Jamie Claassen from Coos Bay, and Roseburg rider "Scary Carey" Lund duked it out for 30 minutes. Claassen took the early lead in the first moto with Lund close behind. Jeff Bryant was a close third with Rick Smith in fourth. Smith found his way around Bryant for third after several close laps and Lund was working on Claassen for first.

Lund was absolutely going as fast as his Yamaha would carry him and at one point on the track, a straightaway with three large jumps, "Scary Carey" would hold his throttle wide open as he flew over the jumps, sometimes looking totally out of control. But somehow he was able to stay on top of his scoot and he was soon side by side with Claassen in a fast, left-hand sweeping turn.

As Carey attempted to pass Claassen, unavoidable contract was made, sending Lund cartwheeling along the track. Claassen almost came to a stop himself for just a second, but soon regained his composure when he saw Carey miraculously remount his Yamaha.

Even more remarkable was that Lund was able to once again pull himself up to Claassen's rear wheel and as the two passed the white flag, it looked like a fight to the end. But with half a lap to go, Claassen pulled off the track and into the pits. Lund cruised in for first with Smith in second and Bryant in third. Claassen commented later that he broke several spokes which then caused his chain to derail.

There were some anxious moments earlier in the moto when Kent Egli overshot a fast corner and smacked right into a tree. Kent was able to dodge Lund and Claassen who couldn't see him as they rounded the corner. Kent remounted and wobbled into the pits shaken, but unhurt.

Claassen was able to repair his borrowed Honda's rear wheel for the second moto and when the gate dropped, the war resumed as he and Lund went into the first turn side by side. Claassen's Honda outpowered Lund's Yamaha in

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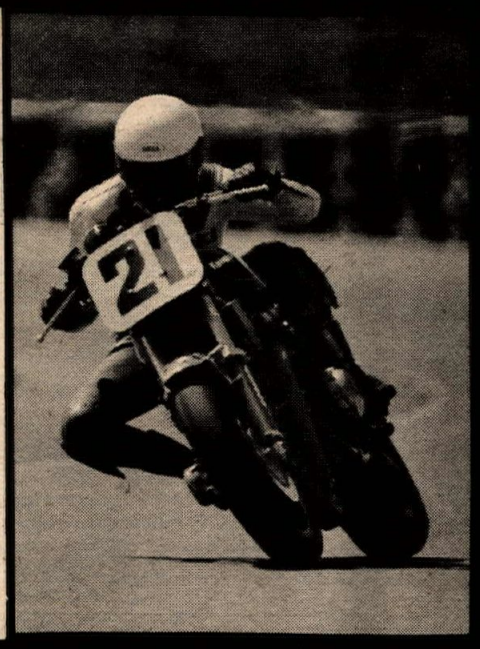

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NORTHERN DATELINE

Hayden Waddington displays his "Maicadi" 250 at the Sixes MX.

a short straightaway and pulled into the lead, but the determined Lund repassed in a short uphill section. Smith again was battling with Bryant for third. But the close racing came to an end when both Claassen and Bryant went down in separate mishaps putting Lund and Smith in solid first and second places. Bryant was able to finished in third with Claasen fourth.

Five 250cc Pros along with two Open Pros lined up ready to terrorize the Sixes track and as the gate dropped, Open rider Dave Creech pulled into the lead. Creech's lead was short-lived as he stalled his big Yamaha, this leaving the door open for Chris Alberts.

Chris came to the Sixes track in high style, arriving in Rex Staten's cube van. Chris and Rex Staten's mechanic, Tom Volin, are roommates from Coos Bay and Tom was home on a short vacation.

Alberts continued to lead with David Reimer in second and Tom Stillion in third. Reimer put the pressure on Alberts for several laps and at one point tried to pass, but in the process he stalled his Honda letting Stillion by for second.

Stillion then took over where Reimer left off and he and Alberts were soon lapping riders. This really got Alberts yelling as he tried to make the slower riders move over. Alberts was able to make a clean pass but Stillion was detained for just a second which is all Alberts needed to get to the checkered flag in first. Stillion came in second with Reimer in third. First Open rider was Fred Lamberson.

In the second moto, Alberts was first out of the hole and again was first to the finish. Reimer came in second after Stillion vacated that spot due to a very sick sounding Yamaha. In third was Eureka rider Doug Frisbee on his Honda. Fred Lamberson again held off Creech for first Open rider.

The Oregon Oldtimers Association members were in full force at the invitation of Sixes Motocross Chairman and Oldtimer member Elmer Reimer.

In the first moto, Elmer held off Portland Oldtimer Bill Naylor who was piloting his "Kit Kat Club of Reno" special. Naylor was unable to catch Elmer after attempts to slow Elmer with bribes of cold beer during the race failed.

After the first moto, Naylor was seen sleeping in his lawn chair soaking up the sun while Elmer was busy running back and forth watering the track and handling complaints. This was obviously a Naylor plot, to rest up while Elmer exhausted himself.

The second moto rolled around and Naylor had one foot on his starting block, a four-inch high block of wood used by non-tall people so they can sit on their tall Yamahas on the starting line. Elmer was also on the line, although looking a bit tired. Hayden Waddington was on the line on his Maicadi, a 1964 Ducati 250cc engine in a Maico frame.

When the gate dropped, Elmer leaped his Suzuki into the lead with Naylor close behind. But as in the first moto, hard work and clean living prevailed as Elmer again led to the checkered flag. Bill Naylor came in second and 64-year-old Waddington came in in sixth.

Results

125 PRO: 1. Carey Lund (Yam); 2. Rick Smith (Yam); 3. Jeff Bryant (Hon).
250 PRO: 1. Chris Alberts (Yam); 2. David Reimer (Hon); 3. Doug Frisbee (Hon).
OPEN PRO: 1. Fred Lamberson (Suz); 2. Dave Creech (Yam).
PEE WEE: 1. Andy Byrd (Yam); 2. Ryan Huffman (Suz).
MINI JR: 1. Kirk Smith (Kaw); 2. Corey Luca (Yam); 3. Tim Byrd (Yam).
MINI INT: 1. Justin Potter (Hon).
MINI EX: 1. Carey Lund (Suz); 2. Rusty Reimer; 3. Rod Yeiter (Kaw).
100: 1. Justin Geyer (Yam); 2. Jerry Lucas (Yam).
125 JR: 1. Fred Hajdv (Yam); 2. Ken Clarno (Hon); 3. Tim Sperling (Suz).
125 INT: 1. Mike Hayes (Yam); 2. Randy Stillion (Suz); 3. Bobby Hinds (Hon).
350 JR: 1. Andy Bobillot (Yam); 2. Marty Kribs (Hon).
250 INT: 1. Steve Hartley (Hon); 2. Lance Sperling (Hon).
OPEN JR: 1. David Bobillot (Yam); 2. Bernard Palmer (Yam); 3. Mike James (Hus).
OPEN INT: 1. Kent Reynolds (Kaw); 2. Elmer Reimer (Suz); 3. Jim Lehr (Yam).
30 TO 40: 1. Justin Potter; 2. Tom Volin; 3. Ed Frisbee.
OREGON OLDTIMERS: 1. Elmer Reimer (Suz); 2. Bill Naylor (Yam); 3. Carl Bowling (Yam).

Chandler gets four in a row at Fremont ST

By Bill Spencer

FREMONT, CA, JULY 23

Sensational best describes 14-year-old Doug Chandler who rode around a hot set of 250cc Experts to win his fourth straight main event and take a good lead in the top 20 point standings of the District 36 Black Plate battle. He continues to hold a commanding lead in the Fremont Raceway point count over his brother Kurt who went two for two again.

The number one kid in Mini competition, Chris Carr continues to be plagued with mechanical problems and wound up without a 100cc bike to ride. It was Winkie Freitas that was out to keep Kurt Chandler honest in that class with P.J. Sanchez and Kelly Fischer doing the chasing.

Vince Caramella found the right lines around this smooth-as-glass quarter-mile dirt oval to win the 80cc Novice main over Jason Murphy. Ricky Diaz took the 80cc Junior win, displacing the last vestage of Bodie Shepard's unbeaten streak. Bryan Taber took the second spot on his Yamaha.

In the 80cc Experts, it was Chandler and Carr once again doing wheel-to-wheel competition with Chandler the victor. Mike Macedo enjoyed the third-place trophy for his newborn little brother.

Dave Caballero likes winning in the 125cc Junior class on the Champion Yamaha with Doug Baber taking second. Adam Sabedra came back for a 250cc Novice win over last week's winner Len Cruze, both on Harley short trackers. Bill Baker was smiling in the third spot.

The 250cc animal (Junior) class has returned with lots of competition and crashing mixing up the action. For the twice started main event, it was Ronnie Evans in another win on the RC Cycles Yamaha over the Bud Martin-tuned Dave Caballero Yamaha and Rob Spencer who returned to racing with a fine third-place finish.

The two starts of the 250cc Experts made for a hectic show with Dave Rosa doing most of the leading on the Don's Plumbing Yamaha, but it was once again Doug Chandler who did all the passing and pulled out the last lap clincher to a standing ovation crowd. The youngster on the Salinas Kawasaki did just a superior job of racing. Borrowing Keith Day's motor for tonight, he found out just how much faster a Class "C" Expert's motor really is and had to ride a little different.

Passing Jim Mertens, Kim Jorgensen and Larry Krusemann took a lot of time, and then coming up on Dave Boyles forced Chandler to change lines on the Spinetti Honda rider. But he found out how to come off the corner even faster. As the white flag was being displayed, Doug made a move on Dave Rosa that was simply great and outhorsepowered the Harry Lillie-prepped Yamaha by about an inch. He made a good move to hold the line as the two rode for the checkered and Chandler's fourth victory in a row.

Mark Day found the right lines for the 360cc Novice race and won that over Carl Gooding and Rick Record. It was John Carter doing the 360cc Junior winning over Mike Ahm in a little slip scene. Steve Carrillo rode the Coyote Yamaha to the 360cc Expert win with Rocky Malynn taking runner-up over Brian Pecore.

Barry Nelson found leading the 500cc Novices to his liking and won over sheriff Jim Munjarz. Joe Flowers continues to dominate the 500cc Junior taking the checkered flag from Rich Kroske.

The 500cc Expert show was lightly contested for some strange reason, perhaps a lot of broken ones from Ascot the week prior leaving Dave Rosa with an easy win over Danny Moore.

Results

100 EX: 1. Kurt Chandler (Yam); 2. Winkie Freitas (Yam).
80 NOV: 1. Vince Caramella (Kaw); 2. Jason Murphy (Yam).
80 JR: 1. Ricky Diaz (Kaw); 2. Bryan Taber (Yam).
80 EX: 1. Kurt Chandler (Kaw); 2. Chris Carr (Suz); 3. Mike Macedo (Suz).
125 JR: 1. Dave Caballero (Yam); 2. Doug Baber (Yam).
250 NOV: 1. Adam Sabedra (H-D); 2. Leny Cruze (H-D); 3. Bill Baker (Bul).
250 JR: 1. Ronnie Evans (Yam); 2. Dave Caballero (Yam); 3. Rob Spencer (Yam).
250 EX: 1. Doug Chandler (Kaw); 2. Dave Rosa (Yam); 3. Dave Boyles (Hon).
360 NOV: 1. Mark Day (Bul); 2. Carl Gooding (Hon); 3. Rick Record (Bul).
360 JR: 1. John Carter (Hon); 2. Mike Ahm (Hon).
360 EX: 1. Steve Carrillo (Yam); 2. Rocky Malynn (Bul); 3. Brian Pecore (Yam).
500 NOV: 1. Barry Nelson (Yam); 2. Jim Munjarz (Yam).
500 JR: 1. Joe Flowers (Yam); 2. Rich Kroske (Hon).
500 EX: 1. Dave Rosa (Yam); 2. Danny Moore (Hon).
OPEN: 1. Dana Perri (Yam); 2. Stu McDaniels (Yam).

Chandlers still hot at Fremont ST

By Bill Spencer

FREMONT, CA, JULY 16

It was another hot night of racing at fabulous Fremont Raceway and the Chandler boys from Salinas remain the kids to beat in both Mini and Maxi competition. Riding for Jim Chisum's Salinas Kawasaki, the two won three main events. Older brother Doug won his third straight 250cc Expert show, once again coming from behind to win while little brother Kurt dueled incessantly with Mini number one Chris Carr.

Racing action on the quarter-mile dirt oval has never been better and increasing crowds make it lots of fun for one and all as the riders keep coming back to the well-prepared and safe track, just like it used to be.

In the opening main event, it was once again Carr on the Jorgy RM and Kurt Chandler dueling on every lap. Chandler and Carr are also doing the top 20 Black Plate for Mini things and it is also close. The Salinas Kawasaki pilot had another good set of drives to beat out the Suzuki rider with P.J. Sanchez in for the fine third effort.

Joe Diaz doesn't have that McDonnell kid to worry about anymore in the 80cc Novices and so became tonight's winner over Vince Caramella. Bodie Shepard has yet to lose an 80cc Junior main in the seven weeks of racing, beating out Ricky Diaz this time.

In the 80cc Expert race, it was once again the Kawasaki rider against the Suzuki rider with Chandler the winner on his ND-sparked motor and Carr the runner up on his ND/TV Service machine. Dean Vincelet took the third place trophy.

Dave Caballero got the electrics working in his 125cc Yamaha with a little help from Martin Cycle Machine and won the 125cc Novice/Junior battle over Jim Pettit and Brian Blackburn. Len Cruze returned to the racing scene to win the 250cc Novice over Modesto's Steve Fischer and the Area Ambulance Bultaco rider Bill Baker who was about to be presented with another baby, off the track that is.

Ronnie Evans won the 250cc Junior on the RC-prepped Yamaha with Pete Murray doing the following on the Bud Martin-tuned Yamaha and Dan Sanders in for third over Kid Curry.

It was the number one plate out front in the 250cc Expert main for most of the distance as Kim Jorgensen rode the Jorgy Can-Am to the front, but inside of six laps, the 14-year-old sensation, Doug Chandler, came from the middle of the pack to quickly dispose of Jim Mertens, Rocky Robinson and Dave Boyles. Then, pretty as a picture, he rode around Jorgensen at the white flag to go on for

his third straight win and lots of Black Plate points. Mertens had won his heat in his first appearance back in two years, celebrating another little Mertens, a boy, and stick to the fun side of things riding and testing for Carl Luci's BOSS frames.

Rick Record returned to the winning scene in the 360cc Novices on the SK Cycles Bul while Jim Munarz rode the ex-Scott Pearson Kaw to second over Dave Young. Mike Ahm became a firm believer in the new Goodyear DT II, having a full set on and winning the 360cc Junior main over Roger Hamilton and old man Rich Kroske.

Steve "Coyote" Carrillo brought out more horsepower than last week and won the 360cc Experts handily over the very smooth running Errol Longboya on the Fremont Cycle Center Honda. Rocky Malynn, not showing much of his 10 years of racing, did a fine job for third on the SK Bul.

Marvin Lewis had missed a week of winning, but was back in strong form tonight with a 500cc Novice victory over Denny Mosier. Joe Flowers dialed in the 500cc Juniors with a win over buddy Stan Morris, both on TT500s.

A good mix 'em up show in the 500cc Experts put Dave Rosa in the winner's circle on the Don's Plumbing special. David continues to improve his form and Don continues to provide him with the horsepower to beat the likes of Craig Scroggins on the Glaze Electric/Dave Bird XR500 while Danny Moore did his best to keep them all honest on the Champion XR500. Mark Key and Jim Mertens had another battle of their own for fourth and fifth.

Results

100 EX: 1. Kurt Chandler (Yam); 2. Chris Carr (Suz); 3. PJ Sanchez (Yam).
80 NOV: 1. Joey Diaz (Kaw); 2. Vince Caramella (Kaw).
80 JR: 1. Bodie Shepard (Kaw); 2. Ricky Diaz (Kaw).
80 EX: 1. Kurt Chandler (Kaw); 2. Chris Carr (Suz); 3. Dean Vincelet (Kaw).
125 NOV/JR: 1. Dave Caballero (Yam); 2. Jim Pettit (Yam); 3. Brian Blackburn (Yam).
250 NOV: 1. Lenny Cruze (H-D); 2. Steve Fischer (Suz); 3. Bill Baker (Bul).
250 JR: 1. Ronnie Evans (Yam); 2. Pete Murray (Yam); 3. Dan Sanders (Bul).
250 EX: 1. Doug Chandler (Kaw); 2. Kim Jorgensen (C-A); 3. Dave Boyles (Hon).
360 NOV: 1. Rick Record (Bul); 2. Jim Munarz (Kaw); 3. Dave Young (Yam).
360 JR: 1. Mike Ahm (Hon); 2. Roger Hamilton (Hon); 3. Rich Kroske (Yam).
360 EX: 1. Steve Carrillo (Yam); 2. Errol Longboya (Hon); 3. Rocky Malynn (Bul).
500 NOV: 1. Marvin Lewis (Yam); 2. Dennis Mosier (Yam).
500 JR: 1. Joe Flowers (Yam); 2. Stan Morris (Yam).
500 EX: 1. Dave Rosa (Yam); 2. Craig Scroggins (Hon); 3. Danny Moore (Hon).
OPEN: 1. Dana Perri (Yam).

Pecore and Delacy brothers share Santa Rosa Fair ST wins

By Bill Spencer

SANTA ROSA, CA, JULY 15

Fair circuit racing is probably the old time standard for regular folk to see what motorsport racing is all about and for the last 14 years during the Sonoma County fair, motorcyclists have put on great short track racing on the one sixth-mile dirt cushion of the Chris Beck Arena. Spicing up the regular program was an exhibition of motocross racers on the short track complete with knobbies and the number one Blue Plate kid, Dean Wiggins, was the winner.

In regular competition, Chris Carr, the number one Mini kid, showed up as the only Expert and put on a show that had the crowd on its feet the whole main event. Having won the heat with ease, he started on the 50-yard line to give the Novice and Junior riders a good start. Within three laps, he had completely passed the entire field and then proceeded to lap through the pack again with full lock slides on his Jorgy RM Suzuki. His best reward was a standing ovation at the end of the run. Roger Faddis and Keith Espinosa shared trophy honors.

Larry Staggs won the next two events as he round-robined wins in the 125cc Novice and Junior runs and then easily out-distanced the 250cc Novice field including Dan McDonnell and Eric Larson. Todd Skov had laid off racing for two years and came back for this show as a 250cc Junior, promptly winning all over Steve Hammerich and Kid Curry. Hammerich and Curry hammered out their own show in good style.

In the 250cc Expert main, it was anybody's show as four different riders did the leading chores. Steve Crawford got the first start which didn't last. Jim Jepson picked it up only to give it back to Crawford's Can-Am with Brian Pecore and Sal Hoffman trading off third and then second and then leading until Hoffman went wide. Pecore took the Ang Rossi Yamaha to the win over Crawford and Jepson while Hoffman was still trying to find the inside line on the Ken's Restaurant, Harry Lillie special.

Novice riders on the bigger bikes fought it out tooth and nail with Gary Leach taking the win over Rod Avilla and Alec Chickenoff. Joe Flowers and Jeff Iwanaga traded blows in the Open Junior. Iwanaga took the win on the Gilroy Sports Center machine by a tad with Flowers a bit over Joe Carrera on his Knight-framed TT500.

The Open Expert main turned out to be the best of the nearly 40-event show with lots of dicing and passing. Brian Pecore was looking for a double win early on, but got a little wide and allowed Mike Delacy under and by while Dwayne McCaslin, Sal Hoffman, Rick Delacy and a full field diced for third.

While young Mike was riding off with the lead, older brother Rick was fighting to get into second and finally did, but it was just too late to catch the fleeing brother.

The motocross exhibition saw some crisscrossing from heats to mains with the number one Blue Plate motocrosser, Dean Wiggins, the easy winner on the Petaluma Cycle Center Maico over Ted Cabral and the troops of lightweights. The B Main was obviously for the younger set with Howie Ross winning on the Cycle West Suzuki.

A special Powder Puff event brought out some excellent talent and even some good racing. Donna Landon had all the right moves on the Knight-framed TT500 of Joe Flowers and won easily while Annette Beck was riding only her first event and took second on the Armstrong Cycle Works motor of her boy friend in need, Danny Malfatti. Great fun for all including Mary White, who is a correspondent on the MX scene for *CN* and would like to ride lots more. ●

Results

80 NOV/JR: 1. Roger Faddis (Kaw); 2. Keith Espinosa (Yam).
125 NOV/JR: 1. Larry Staggs (Yam); 2. Rob Curry (Yam).
250 NOV: 1. Larry Staggs (Kaw); 2. Dan McDonnell (Bul); 3. Eric Larson (Yam).
250 JR: 1. Todd Skov (Bul); 2. Steve Hammerich (C-A); 3. Bob Curry (Yam).
250 EX: 1. Brian Pecore (Yam); 2. Steve Crawford (C-A); 3. Jim Jepson (Yam).
OPEN NOV: 1. Gary Leach (Hon); 2. Rod Avilla (Yam); 3. Alec Chickenoff (Bul).
OPEN JR: 1. Jeff Iwanaga (Hon); 2. Joe Flowers (Yam); 3. Joe Carrera (Yam).
OPEN EX: 1. Mike Delacy (Yam); 2. Rick Delacy (Yam); 3. Dwayne McCaslin (Yam).
POWDER PUFF: 1. Donna Landon (Yam); 2. Annete Beck (Hon).

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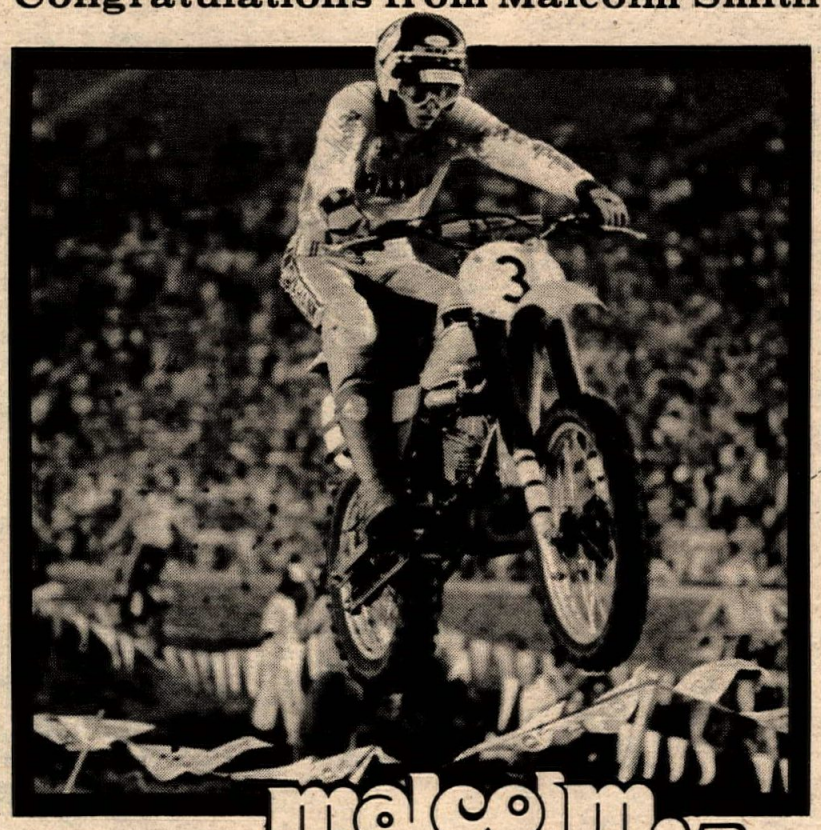

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Central Pipeline

Brothers and Cameron lead La Junta RR

By Darcy Cameron

LA JUNTA, CO, AUG. 3

The third race on the Mountain Roadracing Association schedule here proved to be an interesting day with newly-paved sections of the track creating some interesting races. Thomas Brothers and Tim McGuire came from Texas to seek national WERA points only to be given a run for their money by Team Conehead member Mike Cameron aboard his Yamaha 400.

Brothers on his Yamaha took the lead in 0-550cc Production with McGuire and Cameron running very closely on their Yamahas. Brothers ran off the track with McGuire taking over the lead and Cameron right behind him. Cameron came back on for the lead and win, though, followed by McGuire and Brothers.

Brothers ran away with 851-Open Production on his Suzuki 1100. Cameron and Terri Wischhoefer battled for second with Cameron pulling it out on his Yamaha 400 over Terri's 350.

Team Conehead member Hoogland proved his XR very fast in Open Superbike with Mike Mangum on a Colorado Mine Co.-sponsored Kaw second and Bob Brownell on his Yamaha 500 third.

Formula 1 saw Hoogland aboard his XR500 jumping into the lead and holding it to the finish. Rob Flannery got second on his Kawasaki 1000 with Suzuki 1000-mounted Dave Deschermaier third.

Rhoten and Day share Abilene $10,000 MX

By John Rannikko

CLYDE, TX, JULY 26-27

Darren Rhoten of Dallas packed a pair of CSM Hondas and dueled the 125 and 250cc Experts at the second annual Spring Valley $10,000 MX to a pair of killings for $2000 of the purse money. A good share of the purse also went to Team Yamaha support ride "Bionic" John Day of Coweta, OK, who wrapped up second and first overalls in the 250 and Open Expert classes respectively.

At the end of the second day and before payoff, the promoter, Kerry "Kerdog" Walker, announced a special meeting for Experts only. He said he was reducing the $10,000 purse to 70% or $7000.

After much discussion, Walker explained that he would go to the bank Monday, get a loan for the balance of the purse and have it in the mail before the following Monday.

Wlaker's side of the story was that he didn't get enough money at the gate to cover the purse because the Novice and Intermediate turnout was relatively light. A local race at Lake Whitney as well as an AMA Qualifier in the Dallas area attracted many of these riders. A $10,000 purse is one of the biggest around Texas, but so is 70% of that, or $7000. Walker thought the riderss might understand his side of the story while collecting a $7000 purse. No such luck.

Putting aside the politics and badmouthing, the racing was as hot as the west Texas sun. At the Abilene two-day event, the first motos were run on Saturday and the final and deciding moto was run Sunday.

Mark Rakestraw stole the holeshot show on a CSM Honda ahead of fellow 125cc Experts Derek Wedding (Yam) and a cloud of others. When the dust settled, one rider, Scott Logston, remained in the first turn with his foot hopelessly entangled between the swingarm and wheel of his CR125. Several laps and a sawed swingarm later, Logston was freed from his bike and took a trip to the hospital.

Thirty minutes plus two laps was a lot of time for making time and swapping positions. By the quarter-moto mark, Mugen-mounted "Melon" Newman moved into second ahead of Wedding's Yamaha and Rhoten who had been tied up in traffic at the start.

Two laps later, Rhoten overtook Wedding and began a charge to close an eight-second gap between himself and second-place Newman. Rakestraw began to fade in the 105° temperatures just past the mid-moto mark, forming a tight trio of Newman, Rakestraw and Rhoten to argue over the first.

With a half lap to the checkers, Rhoten made a daring move on Newman in a slight dropaway left hand berm and took the lead, riding it to the finish. Collapsed in his motorhome afterwards, Newman explained, "We went into the turn together and I took the berm while Rhoten took the slick inside and slid into me." Rakestraw managed a third ahead of a steady Wedding and David Jones who had a great come-from-the-back ride.

The 125cc Expert moto was only a warm up session for Rhoten in the 250cc Expert class. The 250s roared onto the starting straightaway, which was as long, wide and dry as the west Texas flatlands. Rhoten outdragged John Day (Yam), Mike Jones (C-A) and others off the start, leaving a giant cloud of dust and a pile of 12 downed riders in the first turn.

From the other side of the great dust cloud, spectators saw 12 bikes emerge into the light one at a time. Rhoten never relinquished the lead during the moto and had Mike Jones (C-A) at his back fender for two laps before he dropped far back and DNF. From the second lap on, "Bionic John" Day was the only rider within striking distance of Rhoten, but closed doors, dust, sand roosts and excellent riding by Rhoten kept "Bionic John" in second place to the finish.

Other than Rhoten and Day, two of the fastest moving people on the track were Mark Rakestraw (CSM Hon) and Ricky Blackwell (Yam), who were involved in the first turn dust storm. The top finishers were Rhoten, Day, Spencer, Sean O'Brien (Suz), Rakestraw, David McClain (Hon) and Blackwell.

Rhoten stuck a foot in a hole during the race, rupturing some blood vessels with resulting swelling, discoloration, and a lot of pain which the Texas Emergency Services personnel said wasn't dangerous but was very painful. An ace wrap and ice pack were the order of the day.

John Day led the Open Experts down the straightaway, but shut off earlier than Jon Kolbensvik (Mai) and Nick Cordova (Yam). A first lap getoff earned Cordova a DNF while Day took over the lead ahead of Kirk Spencer, a Yamaha-mounted Open class powerhouse, Steve Stackable (Mai), Kolbensvik and Chris Hipp (Yam). "Bionic" continued to lead and eventually take the win while Stackable tailed Spencer till he had to drop back and eventually DNF with a flat front tire.

At the checker it was Day, Spencer, Bobby Williams (C-A), Mitch Milson (C-A), Mike Bradshaw (Hus), and Chris Hipp (Yam), with Spencer being the only rider on the same lap with "Bionic".

Rhoten's injured foot didn't affect his starting style as he beat 125cc Experts Randy Sullivan (Hon), Mark Rakestraw (Hon), Mel Newman (Mug) and others out of the hole Sunday. Newman, who finished second in the first moto, got off and back up in fourth from last place. Riding like a rocket to catch the leaders, he was moving through traffic when he stepped off hard once again. This time he injured himself and was forced to retire.

Once Rakestraw got by Sullivan on the second lap, he began to move up on Rhoten and on lap seven, Rhoten came around in second place with banners decorating his rear wheel. During the moto, the CSM duo put 20 seconds plus on the rest of the riders as they fought for the lead. Rakestraw led for five more laps till they swapped the lead once again.

Coming toward the finish with a half lap to go, Rhoten and Rakestraw tangled in the same spot where Rhoten took the lead from Newman Saturday. Rhoten went wide in the dip turn and Rakestraw tried to go under and they bumped as they exited the dip. Rhoten had the advantage and Rakestraw chased him to the 180 degree turn in th signal area just before the finish where he tried a last-ditch pass by diving under Rhoten and making a real tight turn. Still with a slight advantage, Rhoten exited the turn and closed the door on Rakestraw, who had nowhere to go but down. Rhoten rolled across the finish in front, Rakestraw picked up and restarted with plenty of time for second place while Derek Wedding (Yam), David Jones (Suz), Randy Sullivan (Hon), and Dennis Brand (Yam) followed.

Ricky Blackwell (Yam) stole the 250cc Expert holeshot ahead of Rhoten, Spencer, Rakestraw and Day. When they completed one lap, Spencer had the lead by four seconds over Rakestraw and Blackwell while Rhoten came around in seventh place. Day and Rhoten began to pass people in the next few laps as Day took the lead at the quarter-moto mark and Rhoten moved up on Rakestraw in fourth.

At midmoto, Day fell when his tires washed out in a turn, giving Rhoten the lead and put Spencer on Day's tail before he got going again. When they crossed the finish line, Rhoten led Day by two seconds as Spencer, Rakestraw, Wedding, Blackwell and Sean O'Brien followed. With this win Rhoten made a clean sweep of the 125 and 250cc Expert classes. Mike Bugess, Rhoten's mechanic, said, "There could have been only one thing better, the addition of a clean sweep in the Open class."

John Day continued to dominate the Open Expert class as he won easily over Kirk Spencer and Steve Stackable (Mai) who were the only riders on the same lap with Day at the finish.

Results

MINI MINI: 1. Brant Wedding (Suz); 2. John Mizell (Suz).

MINI JR: 1. Michael McGary (Yam); 2. Heath Pennell (Suz); 3. Jim Bob Jacobs (Suz).

MINI SR: 1. Mark Landry (Kaw); 2. Vaughn Johnson (Suz); 3. Mike Davis (Yam).

100cc: 1. Mark Filler (Yam); 2. Brother Martinez (Yam); 3. Vaughn Johnson (Yam).

125 JR: 1. Mark Filler (Yam); 2. E. Lee Harris (Yam); 3. Mike Cook (Suz).

250 JR: 1. Rick Parson (Yam); 2. Lonnie Hale (Yam); 3. Tommy Barker (C-A).

OVER 30: 1. Tony Schertz (Mai); 2. Danny Bamber (Hus); 3. Robert Stout (KTM).

125 INT: 1. Scott Ashley (Hon); 2. Mike Lawson (Hon); 3. Brother Martinez (Yam).

250 INT: 1. David Myres (Hon); 2. Danny Suggs (Suz); 3. Scott Ashley (Hon).

OPEN INT: 1. Todd Elrod (KTM); 2. J.T. Crawford (Yam); 3. Dan Lackey (Yam).

125 EX: 1. Darren Rhoten (Hon); 2. Mark Rakestraw (Hon); 3. Derek Wedding (Yam).

250 EX: 1. Darren Rhoten (Hon); 2. John Day (Yam); 3. Kirk Spencer (Yam).

OPEN EX: 1. John Day (Yam); 2. Kirk Spencer (Yam); 3. Chris Hipp (Yam).

Moto-mania at muggy Marysville MX

By Mitch Rorabaugh

MARYSVILLE, KS, JULY 28

With numerous clubs dropping races due to the recent heat and inherent dust problems, the folks at Marysville ran a non-scheduled motocross to give area riders something to do. Those unafraid of heat exhaustion were greeted with a dry, dusty track, a poor turnout and a lot of fun racing despite the conditions.

Marty Kerns made short work of the largest class of the day with seven entries, the Mini Juniors, by taking both moto holeshots and pacing himself to the wins. Kent Strand, after placing third in the first moto, ran second the whole way in the second for second overall ahead of David Exkstrom, who came alive in the second moto after a first moto sixth.

Out of the first turn in 125cc Junior action, it was Kurt Ross and Mike Winter on a pair of Suzukis just ahead of Danny Flynn of Abilene on his two-year-old spare Yamaha. Ross gave up his lead briefly in the second turn to Winter, but inherited it a lap and a half later when Winter tossed it away in a silty right-hander.

Flynn was right on Ross at this point and jammed into the lead after a drop-off jump. Flynn was looking good for the next couple of laps before his engine soured and he disappointedly retired for the day.

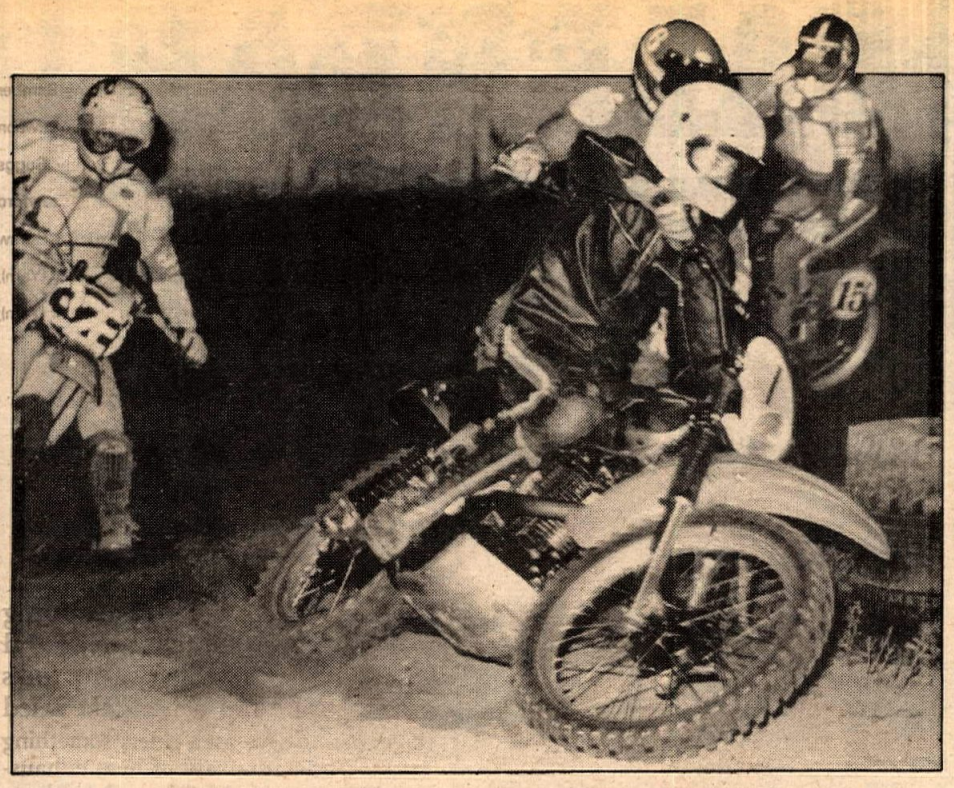
Ross was again enjoying the lead until the white flag when John Gilliard kept it wired over the big jump to fly by and claim the win. Ross rolled in second over Tony Reynolds and Winter.

Ross snared the holeshot in the second moto again over Winter and Gilliard. Gilliard wasted no time getting by Winter and set his sights on the leader and got him on the next lap, the third. The order remained the same to the end but for Reynolds slipping past Winter for third.

Kevin Adams, lone Open Senior, was allowed to run with the 250cc Seniors and promptly put the big Maico's power to use to take the start of moto one over Lyle Reidy, Fred Traskowsky and Jon Ungerer. Adams and Reidy pulled away from the rest by the second lap with Reidy and his Yamaha hunting for an opening. At the end of the lap, Reidy dived for the inside and ended up on the ground after the Maico took out the front end. Reidy was up in second still but Ungerer was right there and took the runner-up spot a half lap later. Then Reidy crashed in a back section and gave up another spot to Traskowsky.

By the fourth lap, Ungerer was pressuring Adams heavily and Adams spun the Maico out in a tight turn letting the Kawasaki of Ungerer by and on to the moto win.

Adams led the second moto charge to the first turn again only to be displaced by Traskowsky on the first lap. As the moto progressed, Adams dropped back to an eventual fourth



Mark Larive (1) took his TT500 playbike to the Open TT win in Sturgis.

while Ungerer moved up to second at the flag behind a distant Traskowsky. "Fast Fred" Traskowsky took the overall ahead of Ungerer and Reidy.

There were three 250cc Juniors, all mounted on Kawasakis but the winner's, Kevin Kirkland's, wasn't a Uni-Trak. Nonetheless, he jumped to early leads in both motos and despite pressures from Jeff Harshman, who held the lead briefly in moto one, won both motos handily.

In moto two, the most interesting racing was between Harshman and Kurt Ross. Ross came up to challenge for the second position and after two laps of cat-and-mouse, got around Harshman to claim second overall behind Kirkland.

Mark Stevens of Salina doesn't mess around when he crawls on the big 420 Uni-Trak, and proceeded to roost all over the rest of the Open Juniors, claiming a pair of holeshots and wins. Battling for second was Jerry "Uncle Leonard" Jones and Bill Hinkle. The two ride at a nearly identical pace and were never more than a few bike lengths apart the whole first moto. Jones held onto second for the first moto and was running second again in the second moto with Hinkle right after him. Then Jones threw it away in a "poof" berm and Hinkle rolled in for second overall.

Results

MINI JR: 1. Marty Kerns (Yam); 2. Kurt Strand (Suz); 3. David Exkstrom (Suz).
MINI SR: 1. Brad Peterson (Suz); 2. Bobby Lowen (Suz); 3. Brad Emerson (Suz).
100: 1. Don Henderson (Suz); 2. Charlie Weinbeck (Suz).
125 NOV: 1. Scott Sweifel (Suz); 2. Scott Schoech (Yam); 3. Galen Pralle (Suz).
125 JR: 1. John Gilliard (Suz); 2. Kurt Ross (Suz); 3. Tony Reynolds (Kaw).
125 SR: 1. Kurt Johnston (Yam); 2. Randy Smith (Kaw).
250 NOV: 1. Kevin Binder (Kaw); 2. Mike McClellan (Suz); 3. Gary Snyer (Kaw).
250 JR: 1. Kevin Kirkland (Kaw); 2. Kurt Ross (Kaw); 3. Jeff Harshman (Kaw).
250 SR: 1. Fred Traskowsky (Yam); 2. Jon Ungerer (Kaw); 3. Lyle Reidy (Yam).
OPEN JR: 1. Mark Stevens (Kaw); 2. Bill Hinkle (Yam); 3. Jerry Jones (Yam).
OPEN SR: 1. Kevin Adams (Mai).
ENDURO: 1. Kevin Binder (Kaw); 2. Gary Snyder (Kaw); 3. David Glynn (Hon).
POWDER PUFF: 1. Deb Jones (Suz).

Larive ends season undefeated

By Richard Creed

STURGIS, SD, JULY 19

It wasn't the usual runaway win for Sturgis' Mark Larive in the Open TT class Saturday night in the final round of the Western South Dakota Championship race series. But it was a win.

Challenging Larive all the way was Rapid Citian, Bill Stork. Stork recently won two state motocross championships and he put all his cornering skills to work in the tight turns of the J.C. Hoel track. But Larive's thumping power saved him on the straights.

If the race had been longer, things might have been different. Stork was aboard a lightweight 250cc Yamaha monoshock two-stroker while Larive pounded the turf with a much heavier 500cc four-stroke single. While Stork's machine was designed for the rough and tumble world of motocross racing, Larives bike is little more than a superb play bike.

During the race, Stork would lose ground to Larive coming out of the infield's twisty bits as Larive thundered away. But Larive had to hang tight to keep Stork from getting by him. Stork would dive into the infield attempting to cut under Larive as Mark struggled with the heavier bike, then Larive would block Stork with the sheer bulk of the bigger bike.

Stork made several attempts at passing Larive on the jump ramp, but Larive held on and stayed just enough ahead to hold the lead going into the final two turns of the infield course. It was an edge that made the difference.

Stork didn't go home empty handed, however. Besides taking second to Larive in the Open TT he garnered the win in the 250 TT race, beating the Conrad boys, Rex and Darren, in the process. Rex had a pretty fair evening, taking second and third-place trophies in the short track races in addition to his second in the 250 TT.

Other Sturgis riders posting good showings, in addition to Larive who also won the 125cc Expert short track race, were Pat Schieffer, Corey Brink, Doug Duane and Matt Burge. ●

Results

MINI: 1. Pat Schieffer; 2. Todd Gikling; 3. Corey Brink.
0-175cc B: 1. Matt Burge; 2. Pat Schieffer; 3. Corey Brink.
125 A: 1. Mark Larive; 2. Dennis Bernal; 3. Todd Gikling.
250 A: 1. Mark Lenhardt; 2. Keith Satree; 3. Rex Conrad.
OPEN A: 1. Keith Satree; 2. Rex Conrad; 3. Mark Lenhardt.
TT
0-250: 1. Bill Stork; 2. Rex Conrad; 3. Darren Conrad.
250 & UP: 1. Mark Larive; 2. Bill Stork; 3. Jerry Mills.
GO-CART: 1. Doug Duane; 2. Dan Johnson.
MINI SPRINT: 1. Lyn Webber; 2. Lon Sidle; 3. Larry Reub.
MINI SPRINT TROPHY DASH: 1. Lyn Webber.

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Sept. 14 — Sunrise Cycle Moto Cross
Sept. 21 — Shamrock Hare & Hound
Sept. 21 — Lightweights Moto Cross

SRA Schedule

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SEP. 21 RIVERSIDE G.P.

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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

8/23-24	Indianapolis, IN/M
8/31	Topeka, KS/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
0/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/22-23	Summer Nationals Dragway 42 West Salem, OH
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/14	Orange County Classic Orange County Intl. Raceway E. Irvine, CA
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

8/21-24	Off Road World Championships Riverside, CA
9/27-28	Off Road Championship Sonoma, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Central Region

10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

9/26	Gardena, CA/H-M

Central Region

9/28	Oklahoma City, OK/H-M

World Championship Observed Trials Series

8/24	Finland
8/31	Sweden

World Championship Road Race Series

8/24	West Germany

World Championship MX Series

250cc

8/24	Sweden

World Championship Endurance Road Race Series

9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Tuesday

SPEEDWAY RACES
Ventura Raceway, Ventura, CA. Hwy. 101 to California St. 1/5-mi. dirt track, AMA-sanctioned. ATC & Ody. race @ 6:30 p.m., speedway bikes @ 8. Jim Naylor 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes, Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. $3 watch, $8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTOCROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

CENTRAL CAL SPEEDWAY
Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View offramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS MOTOCROSS AND SHORT TRACK
Ross Downs Speedway, 6500 Hwy. 26 (old Business 121), Colleyville, TX. Btwn. Ft. Worth & Grapevine. Micro Mini thru Open Ex. 150-300% p.b. for MX & ST Ex. Entry $6, Ex. $10. Royal Enterprises 817/498-7304.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

August 18-22

RUSS DARNELL MOTOCROSS SCHOOL
Dixon, CA. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

August 22-24

SCORE OFF-ROAD WORLD CHAMPIONSHIP
Riverside Intl. Raceway, Riverside, CA. Prac. Fri. all classes starting 7 a.m. Sat. prac. 7-10:50 a.m., race 11:30 starting w/all bike classes. Sun. prac. 9-12:10, race 12:30 starting w/Class 2 (no bikes Sun.). Super tickets $20/$18, 3-day gen. ad. $10 ($12 @ gate), 3-day pit pass $4 ($5 @ gate), Sun. gen. ad. $7 ($8 @ gate), reserved seats $6/$8. Handling charge $1. SCORE Intl., 31332 Via Colinas, Suite 103, Westlake Village, CA 91351. 213/889-9216, 714/653-1161.

August 22

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry $6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

August 23

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on

CORONA RACEWAY

5th Annual Labor Day GP

Monday, Sept. 1

SILENCERS MANDATORY
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Practice ..... (250-500) 8:30
All 1-100's & Women 9:15
125-250-500 Pros 10:15
All Vets 11:15
All 500's 12:30
All 125's 1:30
All 250's 2:30
Team Race 3:30

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LEAP THROUGH HANGMANS FREE

R.A.C.E. GRAND PRIX

WIND AROUND CORK

25% TROPHIES

R.A.C.E.

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY!
Mail Entry and $13.00 to: (check or money order) CORONA RACEWAY P.O. Box 388 Corona, CA 91720 or Bring to Corona Raceway office.

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. official!

DEADLINE: Entries must be postmarked by August 27 or brought to raceway office by 12:00 Noon, on August 29.

Fill Out Completely

circle one SIZE	circle one SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	circle one R.A.C.E.
MINI 100	Beg. Nov.					Member
125 175	Int. Exp.	print	print	print	print	Non-Member
250 500	Girls Vets(32+)					

vets & girls circle two

CORONA RACEWAY
R. A. C. E. GRAND PRIX

CC's: SPONSOR: AGE PHONE NUMBER ( )

ADDRESS: (Number) (Street) (City) (State) (Zip)

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREAS:

In consideration of my being admitted to areas from which the general public is excluded.

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged, in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES____ NO____ BLOOD TYPE_____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____ Parent's Signature

RIDER'S SIGNATURE_____ DATE_____

CRC

GRINGO FAMILY ENDURO

SEPTEMBER 14th

ROSARITO BEACH, MEXICO
(15 miles south of Tijuana)

CRC Bonus Points

Mail Entry $17.00
Send to: CRC
7601 Arlington
Riverside, CA 92503

Post Entry: $22.00
Non Members Add $3.00

$6.00 Mexican insurance must be paid at Registration in Rosarito

Free Camping On Beach

CRC Info: (714) 689-7117

CRC MOTOCROSS RACE SCHEDULE

Aug. 22 — Indian Dunes Friday Night
Aug. 24 — Saddleback
Aug. 31 — Indian Dunes
Sept. 7 — Indian Dunes

CRC Membership Required
213-830-7519

CRC GRAND PRIX RACE SCHEDULE

Sept. 7 — Carlsbad
Oct. 5 — Indian Dunes
Nov. 2 — Riverside
Dec. 7 — Indian Dunes

CRC Membership Required
213-830-7519

YAMAHA SUZUKI
SIMI VALLEY CYCLES
2902 LOS ANGELES AVE.
SIMI VALLEY, CALIF.
(805) 522-3434 93065
HUSQVARNA MAICO

Summer Hours Now In Effect 8am-7pm
Open 7 Days 714-558-1584
CMC-MX — 1st & 3rd Sundays
ITA Trials — 1st Sunday
CRC-MX — 2nd & 4th Sundays
SSM-MX — Every Saturday
SADDLEBACK PARK

J. C. Agajanian Presents:

AMA AMERICAN MOTORCYCLIST ASSOCIATION

MOTORCYCLE CMC

RACING THRILLS

CMC MOTOCROSS
CHALLENGING COURSE
WEDNESDAY NIGHTS
7:30 P.M.

AMA SPEEDWAY
EUROPEAN QUARTER-MILE
THURSDAY NIGHTS
8 P.M.

Ascot
18300 S. VERMONT AVE.
GARDENA
(213) 321-1100 (213) 323-1142

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THIS COUPON GOOD FOR
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O.C.I.R.
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NIGHT

AMATEURS CAN WIN
HELMETS GOGGLES
JACKETS JERSEYS

THURSDAY
SEPT.
4th

R.A.C.E. SANCTIONED
NON MEMBERS WELCOME
O.C.I.R. I-5 AT SAND CANYON
INFO: (714) 552-5511

LA HABRA YAMAHA
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(714) 871-1731

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CYCLE CENTER
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(213) 865-8223 OR (714) 521-4343

MAGURA U.S.A. CORP.
MAGURA
P.O. Box 337, Milroy, PA 17063 717/667-2118

Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

HILLS FERRY SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry & River Rd. ¼-mi., AMA-sanctioned, all classes, 75% purse. Entry $7.50. Lionel Nunes 408/463-0548.

August 24

PITS GRANITE MOGUL TRIAL
Donner Ski Ranch, Norden, CA. All classes. Riders mtg. 10 a.m. Steve 916/758-3499.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacto to Prairie City Rd., S to White Rock Rd., W to entrance, S to track. 3rd Annual Natl. Motorcycle Patrol Benefit, many contingencies by NMP, promoted by D-36 on behalf of NMP. All classes inc. Women, OT, Vet, etc. 100% p.b. to Semi-pro. Entry $10, Semi-pro $15, gate $5. 1st time back on Hidden Valley track since Hangtown. Charles Schafer 209/267-0312, 916/961-1211.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway exit. Mini-Open Pro + OTHG & Vets. 30% brass, 100% p.b. Entry $9 Sptsm., $12 Pros. Free O/N camping. Gene Dunne 805/937-6171.

CMC PACIFIC CHAMPIONSHIP MX SERIES
Fremont Raceway, Fremont, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr./Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. Info: PO Box 1216, Pacifica, CA 94044. 415/355-4760.

ARRA ROAD RACE
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, 5 mi. E of I-5 on Palomar Airport Rd. Post entry $22, $12 add'l. Prod., Box Stk., GP & Sidecars. Info: ARRA, 220 W. Carrillo, #3, Santa Barbara, CA 93101. 805/966-5700.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $20. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. AMA Am. & Prog. MX. Entry $8, Prog. $12, watch $3.50, 7-11 $2. Info 503/668-4851.

D-36/CEREBRAL PALSY FUND BENEFIT SCRAMBLES
Salinas Rodeo Grounds, North Main St., Salinas, CA. Off Hwy. 101. Mini-Open, open trac., AMA & D-36 cards req. Entry $6. Gates open 6 a.m., prac. 7-9:30, race 10. Sponsored by Salinas Elks Lodge/Salinas Ramblers M.C. No ice chests or alcoholic bev. may be carried in. Info 408/422-3232, 424-9611.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

IDAHO MOTOCROSS
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex./Int./Beg. classes, 6 to make a class, 90% p.b., 30% trophies. Sign up 7-9 a.m., prac. 9, race 10. Info 208/375-5956 (after 6 p.m.).

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

August 25-29

RUSS DARNELL MOTOCROSS SCHOOL
Austin, TX. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
McMinnville, OR. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

August 26

IDAHO TT
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex. & Beg. classes, must have 6 to make a class. 33⅓% trophies to all. Sign up 6-7 p.m., prac. 7, race 8. Info 208/375-5956 (after 6 p.m.).

August 27

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $5, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ550s & leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

August 29

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $10 Sprtsmn., $13 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry $6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

Aug. 30 - Sept. 1

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

August 30-31

AME AMERICAN OFF-ROAD FESTIVAL
Indian Dunes, Valencia, CA. Labor Day big bike grand prix w/$1000 Pro purse, 30% trophies. Entry $10, Pro $20. Mini GP w/30% trophies & Suzukis to be given away. Entry $10. Also BMX & ORV championships. AME, PO Box 1421, Reseda, CA 91355. 213/881-5778.

D-36 LABOR DAY MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, $2000 guaranteed Pro purse. Contingencies, lamb BBQ Sat. nite, rock band Sun. nite, top Nov. or Jr. will win RM125T. Hamburger BBQ donated by Wm. Harrison Construc. 2 Sptsmn. motos Sun., 1 Mon. morn., Semi-pro ride Mon. afternoon. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Entry $20 Sptsmn. covers both days, $30 Pros. $12 post entry only, Pros $15 + $3 park fee. Info 916/678-3592.

HILLS FERRY SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry & River Rd. ¼-mi., AMA-sanctioned, all classes, 75% purse. Entry $7.50. Lionel Nunes 408/463-0548.

August 30

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

SSM/SADDLEBACK AMATEUR POINT SERIES MX
Saddleback Park, Orange, CA. See listing under Every Week — Saturday section.

Aug. 31-Sept. 1

CMC PACIFIC CHAMPIONSHIP MX SERIES
Saddleback Park, Orange, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr/Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

August 31

7TH ANNUAL WESTWOOD MOTOCROSS
Westwood, CA. Between Red Bluff & Susanville on St. Rt. 36 in Lassen County. Bud Baldock Memorial, St. Jude Children's Research Hospital Benefit. Elevation 5200', lots of mud, #s on 3 plates & helmet req., spark arrestors req., entry limited to 300. All classes inc. Mini, PP, Dinosaur & rear wheel contest. Merchandise prizes, trophies, 100% p.b. to Sr. Entry $10 Mini, $15 Jr., $20 Sr., $3 admission. No camping or dogs @ track. Eddie Egyed 916/256-3232.

AMA HALF-MILE
South West Washington Fairgrounds, Centralia, WA. Exit 79 off I-5. 60-Open Sptsmn., 250 & Open Semi-pro. $600 min. purse. O/N camping & hook-ups @ track, covered stands. Entry $8, Semi-pro $12. Brad Mills 206/736-8423, 0113.

Road Runs

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

SID TARBETT MEMORIAL MOTOCROSS
Kanab, UT. NV, AZ, UT Tri-State Championship, MRAN pts. All classes + Over 30 & O 38. New track, nat. terrain, 5000' elevation. Minis start 6 a.m. (Mtn. Standard Time), big bikes 9:30. Free camping. Entry $10, watch $2. Sportsman Cycle 702/457-0343.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off I-5. Finisher pins, 20% trophies. 0-200 & Sr. prac. 8 a.m., race in a.m. 201-Open prac. 12:30, race in p.m. Entry $12 mail, $15 post. SRA lic. req. Info 714/828-1358.

EIMA MOTOCROSS
Noise Park, Idaho Falls, ID. Broadway exit, W 15 mi., track on left side of rd. All classes, cards req. Sign up till 9 a.m., race 10. Entry $10, Ex. $15. Concessions & restrooms. Dude Randall 208/237-4227, 4438.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475.

September 1-5

RUSS DARNELL MOTOCROSS SCHOOL
Saddleback Park, Orange, CA. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
Thurston-Grays Harbor ORV Park, Olympia, WA. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

September 1

5TH ANNUAL LABOR DAY GP
Corona Raceway, Corona, CA. 100% finisher pins, 25% trophies, 100% Pro p.b. Silencers req. All classes + Team race. Gates open 6:30 a.m., 0-125 prac. 8, 250-500 prac. 8:30, 1st race 9:15. Entry $13 mail, $20 post, Team (must send entries together) $8/$10 (ea. rider). Mail entries must be postmarked by 8/27 or taken to raceway off by noon 8/29. Corona Raceway, PO Box 388, Corona, CA 91720. 714/689-1913, 735-1705.

September 5

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 6

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 7

D-36/MARYSVILLE MOTOCROSS
"E" St. Track, Marysville, CA. 40 mi. N of Sacto on Hwy. 70, park entrance on 1st St. between E & F St. All classes, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits, bonus trophies. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

AMA HALF-MILE
South West Washington Fairgrounds, Centralia, WA. Exit 79 off I-5. 60-Open Sptsmn., 250 & Open Semi-pro. $600 min. purse. O/N camping & hook-ups @ track, covered stands. Entry $8, Semi-pro $12. Brad Mills 206/736-8423, 0113.

IDAHO MOTOCROSS
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex./Int./Beg. classes, 6 to make a class, 90% p.b., 30% trophies. Sign up 7-9 a.m., prac. 9, race 10. Info 208/375-5956 (after 6 p.m.).

RMTA MOUNT ROSA TRIAL
Colorado Springs, CO. All classes. RMTA, 1314 Motor City Dr., Colorado Springs, CO 80906. Info 303/473-3277 (days).

August 22-24

VETTER RALLY
Flying W Ranch, Colorado Springs, CO. Entries limited to riders w/Vetter or Kawasaki by Vetter fairings. Entertainers, prizes (inc. a Mystery Ship) and other events. Advance reg. req. Entry $35. Vetter Rally, Inc., PO Box 654, Rantoul, IL 61866. Info 1-800/637-1134.

August 23-24

10TH ANNUAL SADDLELITES OVERNITER
County Fairgrounds, Santa Maria, CA. Lots of contests & trophies. Sat. nite dance w/live band, bar open. Pit bar-b-que, run pins. Sign in Sat. 8 a.m.-4 p.m. Entry $8.50, Jrs. $7, children $5, non-SCMA $.50 more. Saddlelites M.C., 824 W. Morrison, Santa Maria, CA 93454. 805/922-4878, 925-8261.

August 24

SOUTHLAND CYCLES ROAD RACE
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. Anyone rides, free entry, start 8:30 a.m. Crestline Highway, Wrightwood and Mt. Waterman. Info: Jim 714/893-5091 (days).

Aug. 29-Sept. 1

LOS AMIGOS M.C. OVERNITER
Zaca Lake, CA. On Zaca Station Rd. off Hwy. 101 N of Solvang. $7.50 entry inc. run pin, live entertainment, trophies, games, dancing. Meal ticket avail. inc. 2 BBQ steak dinners, 2 pancake breakfasts for $20/person, $10 children to 16. Swimming, fishing, horses, cabins & more avail. Los Amigos M.C., PO Box 6245, Santa Barbara, CA 93111. Reservations or info 805/688-4891 any time, 213/478-0017 weekdays.

October 25-26

9TH ANNUAL GRIFFITH PARK SIDECAR RALLY
Griffith Park, Los Angeles, CA. Open Sat. afternoon for registration. Movies Sat. nite furnished by Clyde Earl, O/N camping avail. to all reg. Sun. arrival time approx. 9 a.m. Picnic & rally, refreshments avail., drawing for prizes. Entry $5/sidecar only, guest & spectators free. Doug Bingham, PO Box 8119, Van Nuys, CA 91409. 213/780-5542.

CALIFORNIA RACING CLUB PRESENTS

SAN DIEGO STADIUM

Home of the Padres & Chargers

SUNDAY OCT 26

RIDE THE SAME COURSE
THE PROs RIDE ON SATURDAY NIGHT

CLASSES FOR EVERYONE
60cc
80cc
100cc
125cc
250cc
500cc
VETS (+30)
BEGINNERS
NOVICES
INTERMEDIATES
EXPERTS/PROs

CRC MEMBERSHIP REQUIRED

CRC

Riders must Qualify to Enter.
(One race does it!)

QUALIFIER SCHEDULE

AUG	17	INDIAN DUNES
	24	SADDLEBACK
	31	CARLSBAD
SEPT	7	INDIAN DUNES
	7	BARONA OAKS
	7	CARLSBAD (GRAND PRIX)
	12 (FRI)	INDIAN DUNES
	14	SADDLEBACK
	17 (WED)	SPEEDWAY 117
	21	BARONA OAKS
	21	CARLSBAD
	26 (FRI)	INDIAN DUNES
	28	SADDLEBACK
OCT	5	INDIAN DUNES (GRAND PRIX)

The number of riders that qualify at each race will be announced at the riders meeting.

In Conjunction With:
Coca-Cola MOTOCROSS FINALS
SAN DIEGO STADIUM
SATURDAY OCT 25

FOR MORE INFORMATION
Call or Write CRC
24518 Island Avenue
Carson, California 90745
213/830-7519

CRC PROUDLY PRESENTS

$10,000 TRI VALLEY SUZUKI
FRIDAY NIGHT SERIES Sponsored by

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FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CRC

CARLSBAD GRAND PRIX
SEPTEMBER 7th, 1980

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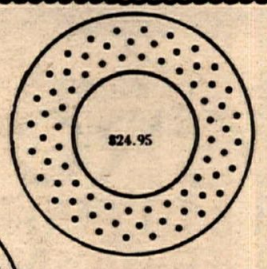

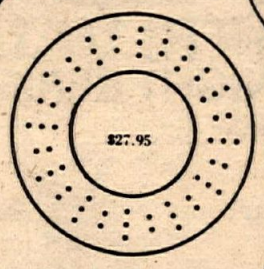

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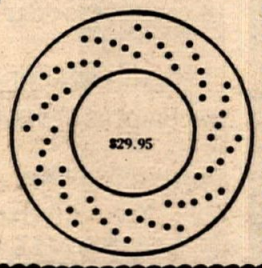

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5% OFF Dealer price for 10 or more ordered
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The 1980 "Mid-America Championships"

☆ **Fri. Night - Aug. 29th Mid America Flat Track Championship**
☆ **Sat. Night - Aug. 30th Mid America MX - Scrambles Championship**

Gates Open 5:00PM each day - Races Start 8:30PM
Ross Downs Speedway, 6500 Hwy. 26 (Old Business 121)
Colleyville, Texas - Located between Ft. Worth & Grapevine

CHAMPIONSHIP TROPHIES & #1 PLATES TO ALL WINNERS
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Announcing...
$5500 FORMULA ONE "BONUS NATIONAL ROADRACE"

SEPT. 20 & 21
$2,500 Guaranteed Purse for Formula 1 and Open Super Bike Classes

$2,500 Guaranteed Purse for Formula 1 and Open Super Bike Classes
Sponsored by **Formula One** and **The Midwest Cafe Racing Assoc.**
$600 - 1st, $300 - 2nd, $200 - 3rd, $100 - 4th, $50 - 5th Per Class
Overall Finish - 10 Lap Heats, 20 Lap Finals

$3,000 Contingency/Prizes/Trophies: Sponsored by ND Sparkplug.
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Sanctioned under the Western/Eastern Roadracing Assoc.
Promoted by Midwest Cafe Racing Association
Affiliate of WERA

Pre-registration and Practice Sept. 19 at Track
Sept. 20 Pre-registration Opens at 7:00 a.m.
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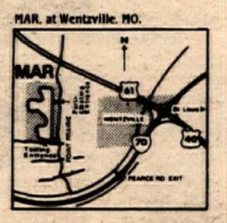
MAR. at Wentzville, MO.



For Further Information, Write:
Formula One
P.O. Box 28040
St. Louis, Mo. 63119
Ph: 314-962-4457

RESULTS

Marathon
Sand Hill Ranch
Brentwood, CA
July 25, 1980
By Jeri Hopper

125	
Tony Knowles	Yam
Diana Tweedy	Yam
250	
David Drawdy	C-A
Tom Jones	Suz
OPEN	
Billy Risner/ Frank Risner	Yam
Steve Ferrani	Yam
Jim Tendemann	Yam
Tomas Smith/ Gary Power	Hon

TCCRA Race #810
Boyd, TX
By Cindy Lane

100 AM	
Dean Lane	Yam
Kevin Richardson	Yam
Wade Godwin	Suz
125 AM	
Matt Smith	
Scott Laske	
Mike Terreel	
200 AM	
Keith Richardson	
Terry Smith	
Steve Parker	
250 AM	
Joe Sikes	
Benny Dabney	
Roger Dilly	
OVER 30 AM	
Buford Akers	
Perry Nettles	
Brook Blair	
OPEN AM	
Robert Milligan	Hus
David Sims	Yam
Bob Lucas	KTM
OVER 40 AM	
Frank Smith	Mai
Norman Delmar	KTM
Ray Cleveland	Yam
MINI SR	
Jerry Moody	
Dane Muckey	
Robert Strickland	
MINI JR	
Matt Remington	
Charlie Miller	
Chris Hornkut	
PRO	
Dana Wright	Yam
Mike Connell	Hus
Ron Lane	KTM
OPEN EX	
Ray Grippin	KTM
Phil Oliner	Suz
Lonnie Vann	Yam
250 EX	
Danny Flowers	KTM
Marty Layland	Yam
OVER 30 EX	
John Paynter	Yam
Richard Murrah	Mai
D. Rittler	Yam
125 EX	
Bobby Thomason	Yam
Andy Cleveland	Yam
Ronnie Miller	Yam
200 EX	
C.J. Grippin	KTM
David Watson	Yam
Dave Cleveland	Yam

D-37 Lt. Wt. Div.
Second Quarter
Standings including
Desert Vipers Dual
Euro. Scram.
By Jeff Robbins

1. Ken Upp	2240
2. Chris Austin	1700
3. Chuck Sterns	1610
4. Ed Pierce	1470
5. Jeff Matthews	1160
6. Marty Pollard	1154
7. Tom Shell	1100
8. James B. Short	1070
9. Ted Overholt	995
10. Mike Sixbery	900
11. Darin Cartwright	890
12. Dan Ashcraft	825
13. Port Paul	800
14. Charlie Inman	742
15. Chuck Miller	740
16. John Mc Cormick	735
17. Mitchell Berger	735
18. Steve Kiunke	730
19. Tony Megla	715
20. Kem Parks	670
21. Bob Bauman	640
Tim Burley	640
23. Daniel Powell	635
24. Darren Pritchett	630
Paul Palmer	630
26. Scott Postma	610
27. Randy Brown	575
28. Grant Colbert	565
29. Lloyd Britt	560
30. Mark Zoller	550
31. Troy V. Moore	550
32. Geoffrey Niles	540
33. Dennis Lowell	489
34. Michael Martin	485
Phil Gorgone	485
36. Russ Kurisu	470
37. Richard Boling	455
Robert Hylton	455
39. John A. Dey	450
40. Bruce Ogilvie	440
Garry Conner	440
42. Scott Hodgson	430
43. Scott Mc Ewen	414
44. Jeffery Hylton	410
Terry Davis	410
46. Mike Baker	400
47. Scott Pfeiffer	390
John Sarrail	390
49. Dave Kelly	380
50. Murry Kapko	355
51. Greg Thomas	330
Rick Schumaker	330
53. Ted Hunnicutt	320
Greg Kinnaman	320
55. Dave Herrera	315
David Guy	315
57. Jeff Canon	310
58. Jack Fuller	305
59. Doug Behnke	300
60. Chuck Hermansen	295
James Rapp	295
Jim Williams	295
63. Grizzley Harris	293
64. Dave Lapraik	290
65. Loug Beisner	260
Roger Zela	260
George Tolmasoff	260
68. Ray Conway	253
69. Michael Smith	240
70. Carl Fjastad	235
71. Paul Krause	230
72. David Lovell	225
Byron Sellers	225
74. Chris Harris	208
75. Kevin Armstrong	200
76. Mike Easley	190
Douglas Ballard	190
78. Ken Miller	180
79. Brent Needham	175
80. John Reed	165
81. Randy Anderson	160
32. Rick Johnson	155
Tim Collister	155
84. Harold Andrews	150
Bob West	150
86. Ray Waters	145
87. Steve Padilla	144
88. Fred Strong	140
Steve Bailey	140
90. Ronald Cotterman	135
Mark Ferree	135
Larry Brown	135
William Main	135
Alex Long	135
Robert Kennedy	135
96. Ed Park	130
Mike Patchen	130
98. Pat Kratovil	120
James Rogers	120
Scott Atchison	120
VETS	
1. Tom Holmes	2130
2. Monte Lee	2000
3. Jim Bringhurst	1700
4. Ron Hall	1680
5. Bill Elam	1500
6. Dennis Rosenberg	1190
7. Dyno Dan Clark	1160
8. Bill Eisele	910
9. Richard Jackson	880
10. William Saltzman	800
11. Jerry Bailey	730
12. Patrick J. Tobin	700
13. Ray Waldbaum	690
14. Steve Hollister	640
15. Lou Ortali	620
16. James Herrera	535
Bob Huff	535
18. Russ Jones	500
19. Tom Gowing	450
20. Joe Penoncello	430
21. Ron Burski	425
22. Jack L. Davis	370
23. John Baggot	355
24. Tom Burroughs	330
25. Byron J. Smith	320
26. Benny De Simone	310
27. Dave Johnson	280
28. Jerry Kindsvogel	270
29. Tom McDonald	260
Bill Carr	260
31. John K. Pully	250
32. Ronald Adams	240
33. George Loren	225
34. Thomas M. Smith	205
35. Jim Hanenberg	200
Gordy Vallejo	200
37. William Richardson	180
38. Kenneth Bilbrey	170
Lester Stiffler	170
Ron Holst	170
41. Terry Tingle	155
42. Niel Manninen	130
Sid Ahuero	130
44. Richard T. Carnesi	121
45. Wayne V. Hardcastle	120
46. John Iverson	110
Al King	110
Wayne Goodman	110
49. Joseph Sheehy	100
50. Mike Holbrook	90

7th Annual Clover Creek Grand Prix
Caliente, NV
July 5, 1980
By Lyn Hansen

SEVEN LAPS	
Chris Howard	Yam
Bobby Davidson	Yam
Kevin Jones	Yam
Chuck Rush	Hus
Kevin Davis	Mai
Dave Miller	Hus
Casey Folks	Hus
Kevin Bouge	Yam
Glenn Wischmeyer	Hus
SIX LAPS	
Mark Burns	Yam
Bennie Brown	Yam
Laddie King	Yam
Jody Maeder	Yam
Daryl Folks	Suz
Scott Forward	Yam
Danny Anderson	Yam
Billy Hill	Mai
Ken Guio	Hus
Max Switxer	Mai
Sheldon Otto	Yam
Chales Phillips	Hus
Steve Beck	Hon
Floyd Bradley	Hus
Johnny Harshman	Suz
Lee Madsen	Kaw
Scott Morris	Suz
Doug Tichinor	Hus
Todd Timmons	Yam
Jeff Benson	Yam
Trey Kimberlin	Mai
Jim Wischmeyer	Suz
Lane Taylor	Yam
Kevin Keefe	Mai
Scott Benshoof	Yam
David Stephens	Yam
Dennis Roberts	Hus
John Andrus	Hus
Reb Wallace	Yam
Ron Timmons	Mai
Bryon Hurley	Hus
Todd Johnson	Yam
FIVE LAPS	
Robert Arnold	Yam
Rodger Hamel	Yam
Chuck Harper	Kaw
Kevin Colan	Hus
Bruce Neilson	Yam
Billy McDaniel	Suz
Bobby Guevara	Yam
Eddie Bozarth	Hus
Glenn Tabat	Hus
Ron Hibberd	Mai
Mike Kinshella	Suz
Jimmie B. Oliver	Suz
Richard Sherman	Suz
Fred W. Rucker	Hus
Donald O Kuly	Hus
Gary Zupanic	Yam
Bob Gabriel	Bul
Kim A. Neilson	Kaw
Joe Bradley	Suz
Ronald Baker	
Dary Harrington	Kaw
Don Walters	Hus
Mike Cockrum	Yam
Edward Sivon	Kaw
John Austin	Hus
Ed Owens	Yam
Dennis Rock Jr	
Ricky Lamb	KTM
Dale Wallis	Suz
FOUR LAPS	
Ricky Peterson	Kaw
Steve Davis	Husky
Kirk Baker	Yam
David M. Torres	Kaw
Reese White	Yam
Jeff Harper	Yam
Bill Shipman	Hus
Jack Ross	Yam
Spunky Forward	Hus
John Sterling	Hus
Kevin Welch	C-A
Mike Sirkel	Hus
Jon Campbell	Yam
Sam Bennett	Suz
John Van Hoove Jr	Hon
Steve Bowden	Yam
Cal Feliciano	Yam
Tom Mulcahy	Yam
David R. Burnes	Hus
Pat Mulcahy	Yam
Chris Torres	Yam
Richard Hurley	Suz
Kurtis Kleffen	Yam
Kenny Keefe	Suz
Michael Welch	C-A
George Batalas	Yam
Mike Matines	Yam
Randy Woodard	Mai
Robert Maichle	Hus
Bran Anderson	Yam
THREE LAPS	
Jim Crocket	Hus
Ben Kuykendall	Yam
Adam Pinto	Yam

MINIS

Kevin Kelly	Suz
Bryon Folks	Suz
Bill Bradley	Suz
Vincent Nebbia	Suz
Brad Anderson	Yam
Mike Bergman	Kaw
Paul Kline	Suz
Kelly Bergman	Kaw
Robbie Puruines	Suz
Brad Loveday	Yam
Brent England	Suz
Ronnie Odom	Suz
Barry Frahner	Suz
Mike Newby	Suz
Nicky Acosta	Yam
Steve Geiger	Yam
Richard Purvines	Suz
Clint Bozarth	Suz
George Clark	Yam
Shane Baker	Kaw
Scott Critser	Yam
Chad Tichenor	Suz
Burt Mangum	Suz
Rick Glockner	Yam

Las Vegas Mother's of Motocross Las Vegas MX Park Las Vegas, NV Aug. 3, 1980 By Chuck Harper

PEE WEE
Cary Hart
JR. CYCLE
T.L. Taylor
Kenny Peace
Sean Brooks
80 NOV
Chris Slaughter
Kristi Carter
John Hill
80 EX
Johner Kight
Scott Robertson
Sean Steele
125 NOV
Bud Madden
Eddie Williams
Charles Harvey
125 AM
Mark Russell
Cory Mosa
Todd Timmons
100 EX
Johner Kight
100 AM
Scott Robertson
100 NOV
Steve Luna
Gene Bagley
250 AM
Chip Miller
Brett Proctor
Mike Marudes
250 NOV
Troy Cannon
Dennis Church
John Popjoy
OPEN EX
Kevin Welch
Mel Chapman
Phil Iverson
OPEN AM
MIke Ewy
OPEN NOV
Troy Mangum
OVER 38
Ron Timmons
J.D. Buffington
John Van Hoove
250 PRO
Troy Fitch
Kevin Ramsey
Steve Van Hoove
125 PRO
Daryl Folks
Mike Welch
Billy McDaniel
OTHG EX
Dumping Dan Pike
OTHG AM
Devil Don Fisher
Majestic Mojeske
OTHG INT
Kareful Ken Hammann
OTHG NOV
Jet Jerry Munson
Kinky Keith Caddy

MRAN Second Quarter Club Point Standings By Glenn "Big Winnie" Wischmeyer

CLUB

1. Yucca Chuckers	2188
2. So. Nev. Desert Riders	2078
3. Jackrabbits	2033
4. Groundshakers	1885
5. Chargers West	1782
6. Gamblers	150
7. Clover Creek Dusters	65
8. Silver City Scramblers	60
9. Rimbenders	35

MRAN Second Quarter Point Standings By Cal Mills

125

1. Michael Welch	510
2. Daryl Folks	460
3. Dennis Brown	411
4. Todd Timmons	282
5. Billy Hill	230
6. Todd Johnson	207
7. Floyd Bradley	194
8. Scott Morris	154
9. Johnny Harshman	135
10. Eddie Boszarth	119
11. Sam Bennett	116
12. Robert Clark	111
13. Jody Maeder	110
Milly McDaniel	110
Doug Stadtlander	110
16. Paul Parrott	107
17. Scott Benshoof	91
18. Chuck Ewing	90
19. John Clark	85
20. Steve Abbott	80
21. Richard Shaw	73
22. Mike Kinshella	66
24. Charles Harvey	51
25. Marv Chapman	50
26. Kenny Keefe	49
Pat Shields	49
28. Scott Patterson	45
Randy Honeycutt	45
30. Chris Lundy	42
31. John Wise	35
32. David Hoesch	32
33. Daniel Ozuna	31
34. Bobby Guevaras	23
35. William Horne	22
36. Darin Hampton	18
37. Todd Anderson	16
38. Mike Andress	15
39. Lynn Davis	13
Mark Malone	13
Joe Bradley	13
42. John Butturff	12
43. Gary Leeper	11
44. Scott Foster	10
Eddie Bunch	10
Jack Ross	10
Jon Almberg	10
Todd Lancaster	10
49. Terry Gillard	9
50. Brandon Anderson	8

250

1. Chuck Rush	575
2. Chris Howard	560
3. Scott Forwood	495
4. Reb Wallace	344
5. Donald O'Kuly	327
6. Glenn Wischmeyer	326
7. Jim Wischmeyer	301
Crockett Wirthlin	301
9. Pat Mulcahy	296
10. Steve Beck	284
11. Jon Ogren	277
12. Jeff Harper	260
13. Danny Anderson	241
14. Bobby Davidson	225
15. Bill McDaniel	205
16. Rod Ahlstrom	190
17. Charles Phillips	178
18. Bill Quinn	172
19. Kevin Gashler	160
20. Bobby Sweet	155
21. Marv Chapman	150
22. Mike Hanley	146
23. Richie Capri	144
24. Bob Lauer	137
25. Paul Pasqualotto	121
26. Troy Fitch	120
27. John Sterling	118
28. Trey Kimberlin	110
29. Tick Brown	105
30. Steve Davis	103
31. Joe Jones	100
32. Chuck Harper	99
33. Kelly Stoneking	98
34. John Popjoy	96
35. John Austin	94
36. Mike Marudas	89
37. Cal Mills	86
38. Fred Hansen	85
39. Mark Benshoof	84
40. David Stephens	79
41. Gary Zupanic	78
42. Mike Patchen	75
George Sturgeon	75
44. Lincoln Addis	70
45. Mike Cockrum	60
Doug Tichenor	60
47. Richard Sherman	55
Todd Lancaster	55
49. Ron Reed	52
50. Spunky Forwood	50

OPEN

1. Kevin Welch	385
2. Kevin Davis	358
3. Anthony Pasqualotto	311
4. Scot Harden	280
5. Dennis Boone	263
6. Sheldon Otto	205
7. Kevin Colan	180
8. Jeff Benson	161
9. John Reo	159
10. George Batalias	156
11. Randy Chambers	153
12. Stephen Forde	123
13. Ken Averett	117
14. Tom Mannillo	104
15. Angelo Iannucci	73
16. Mike Miller	70
17. Keith Delzer	66
18. Brian Aden	64
19. Robert Arnold	60
Mel Chapman	60
21. David Brune	51
22. Pierre Legrand	50
23. Bill Spendlove	46
24. Glenn Tabat	45
Marvin Jewett	45
Leory Lyger	45
27. Steve Shugart	41
28. Norman Kauke	30
Kirk Baker	30
30. Chuck Piddisi	29
31. Brad Caton	22
32. Jim Fikes	21
33. Mike McLeod	20
34. Rober Peters	16
35. Glade Wilgar	15
36. Rick Lamb	13
37. Tim Hopkinson	11
38. Bob Tondro	10
39. Mike Pilz	9
40. Bobby Williams	8
Jay Tordy	8
42. Lynn Nicholson	4

OVER 30

1. Casey Folks	411
2. George Antill	242
3. Ron Hibberd	165
4. Bill Shipman	154
5. Chris Torres	145
6. Al Hoskins	136
7. Montie Gerber	126
8. Max Switzer	125
9. Chuck Grimsley	115
10. Reese White	101
11. Gary Lindioff	100
12. David Torres	82
13. Edward Siven	80
14. Michael Tucker	70
15. Roger Hamel	58
16. Gene Gillard	54
Jacob Sand	54
18. Dave Wood	45
Craig Mojeske	45
20. Gary Wright	41
21. Bill Hill	35
22. Robert Maichle	31
23. Sal Scialabba	23
24. Roger Hudec	22
25. Norm Barron	21
26. Tommy Taylor	7
27. Mike Sirelk	11
28. Mark Holt	10
29. Wayne Gales	8
30. Michael Davis	6
Terry Askew	6
32. Jim Woods	4
33. Jim Crockett	3
34. James Cope	2

OVER 38

1. Ron Timmons	313
2. Steve Hampton	189
3. Sam Bass	170
4. Ken Guio	169
5. John Van Hoove, Sr.	143
6. Dennis Roberts	110
7. Ron Loomis	106
8. Clarke Davison	83
9. Fred Ramsey	77
10. Manny Iverson	75
11. Glen Henslee	61
12. Steve Fuller	58
13. Peter Ries	45
14. Dan Stadtlander	43
15. Richard Dashley	41
16. Earl Leeper	40
17. Charles Cole	30
18. Dennis Kelley	26
19. Ken Steele	22
20. Herman Salaz	20
21. Billy Hinz	16
22. Frank White	16
23. Wallace Tegarden	16
24. Jimmie England	15
25. George Birkby	14
26. Larry Ryan	10
Richard Loveday	10
28. Jerry Webb	7
Ray Jones	7

SRAC Motocross Berthoud, CO Aug. 3, 1980 By D.E. Burgener

COMB PRO

Randy Warren	C-A
Brian Sharp	Hon
Jim Eckert	Yam
Dave Newell	Hon
Doug MacNeil	Yam

500 AM

Chris Guokas	Yam
Brad Taylor	Mon
Rex Hill	Yam

250 AM

Glen Sharp	Hon
Bob Martin	Hon
Doug Satterfield	KTM

125 AM

P.J. Ware	Yam
Rich Nash	Yam
Adam Stepanick	Yam

VET A

Gary Myers	Hon
Richard Dostal	Yam
Ben Eckhardt	Suz

VET B

John Athey	Yam
Phil Ballenski	Yam
Darrell Gates	KTM

VET C

Ben Slater	Suz
Jack Jobe	Suz
David Wetherford	Yam

500 NOV

Joseph MacMaster	Yam
Neal McCartney	Yam
Perry Hashman	KTM

250 NOV

Tim Kramer	Hon
Doug Buer	Hon
Jim Chase	Hon

125 NOV

Brian Jones	Yam
Bill Madsen	Hon
Pat Murray	Suz

80 EX

Kenny Cooper	Kaw

80 AM

Brent Taylor	Kaw
Bryan Walters	Yam
Scot Steigerwald	Yam

80 NOV

Shawn McKown	Yam
Troy Elliott	Yam
Teddy Wiencek	Kaw

PEE WEE NOV

Mitch Eckhardt	Suz
Carl McKown	Yam
Ty Hilderman	Yam

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Overall advantage.

Boots, Bells, and everything in between, your Kawasaki dealer has all the right gear for street, motocross and enduros, including the new blue Team K enduro outfit. Go look now–we've got you covered!

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Burbank, CA 91506
213-845-8738

WANT ADS

Help Wanted

Kawasaki & Triumph Mechanics
needed immediately by established dealer in booming S.W. Houston. Must have own tools. RUSSELL ALLEN CYCLES, 5802 S.W. Freeway, Houston, TX 77057. (713) 783-3844. (33/36)

Wanted Honda mechanic
Must be experienced. 60% to you. Also need Service Manager. Bill (714) 531-0742. (26/TFN)

Parts Person Honda experience
★★★★TOP PAY★★★★
Bill (714) 531-0742. (26/TFN)

MECHANIC — EXPERIENCED in Honda m/c. Good salary & benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Service Manager & Mechanics
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (30/TFN)

Mechanic Wanted
Honda or Yamaha experience only. Pay and benefits open. Call John at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

EXPERIENCED YAMAHA MECHANIC. (213) 635-8058. (30/TFN)

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Motorcycle Sales Person Wanted
Must be honest, personable and ambitious. Sales experience and general motorcycle knowledge helpful. Large shop, many benefits. Contact Rick Rogers (213) 348-7865. (31/34)

Parts Manager are you worth $20, $30, $40,000?
If you can manage a high volume dual line parts and accessory department while projecting an attitude of service toward the customer and control inventory for maximum profit and lowest cost; if you are able to train and lead a sales oriented crew and are not afraid of long hours and hard work, then a large salary, commission and benefits with advancement potential can be yours. Call our consultant at (213) 993-1565 and leave your name and number for a confidential interview. (31/38)

Honda/Suzuki Mechanics
Experienced with own tools. Top wages and excellent working conditions. Family medical insurance program. Contact Frank Allen, Service Manager, MALOTTS HONDA/SUZUKI, Manteca, CA 95336. (209) 823-7181. (33/36)

Relocate in sunny Southwest
Large Honda Dealership looking for experienced parts and service managers. Top pay and excellent benefits. Send resume to: CYCLE NEWS, Dept. RSS, P.O. Box 498, Long Beach, CA 90801. (33/34)

Partsperson Wanted
Honda or Yamaha experience preferred. Call Tom at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Honda Mechanic
Must be experienced, have own tools, and have attitude for complete customer satisfaction. Excellent company benefits including profit sharing. Good pay and working conditions. Contact Service Dept., KOLBE CYCLE, Reseda, CA. (213) 345-7616 or KOLBE CYCLE, Woodland Hills, CA. (213) 348-7865. (31/TFN)

Service Manager Wanted
Northern California Honda dealer wants top quality Service Manager to be part of growing dealership. Excellent working conditions and a beautiful area to live. Salary & Bonus & Benefits call Brian Manly (707) 542-5355. (33/35)

Mech.'s & Parts Dept. Openings
One H-D and one Honda mechanic plus two parts men. Apply at H-D/HONDA/YAMAHA OF L.A., 2531 S. Main St., L.A., (213) 749-6235. R. Hutchins. (31/TFN)

Service Manager Needed
For Northern California volume Yamaha dealer. Call Jerry (415) 798-2580. (31/34)

Service Manager Needed
Ambitious, competent service manager needed to work in large shop. We service motorcycles, boats and snowmobiles. Experience in motorcycle necessary. Call Tom MOUNTAIN VALLEY ENG. SERV., INC. (307) 587-6210. Cody, WY 82414. (31/34)

Motorcycle Sales Person
Live on the beautiful Monterey Peninsula. Work at the largest motorcycle dealership in the county. Excellent pay plan, fringe benefits, training, gross opportunity, etc. (408) 899-2401. (33)

Wanted Salesperson
Need hot salesman to sell Yamahas. Contact Bill at CYCLE TOWN, San Rafael (415) 456-0335. (32/35)

Mechanic & Parts Person wanted
Must be ambitious, competent and experienced with Suzukis. COLE BROS. M/C. Contact Wes (213) 980-3715. (32/TFN)

Master Honda Mechanic
Immediate opening for Master Mechanic with 3 years Honda experience. High earning potential. "No Junkers Here." Paid holidays & uniforms, tools insured, medical and dental plans. Call Bill Mallman at LAKEWOOD HONDA, (213) 860-1354 or (714) 521-7112. (29/TFN)

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SANTA ANA KAWASAKI has immediate opening for an experienced parts person that has the potential to be promoted to parts manager. Contact John (714) 541-5217. (33)

Motorcycle mechanic
With tools and sales or parts experience. Excellent — plenty of work. Call Mr. Anton at THE OUTRIDER, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (33/34)

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If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Kawasaki Dealership
Prime southern California area. Call Lee Bruce or Art Smith at ASSOCIATED BROKERS (714) 637-7400. (32/33)

ATTN: SMALL BUSINESS OWNERS
A couple of months ago, Cycle News leaped into the computer age. With the purchase of our new NCR system, our 2 NCR 400 posting computers must move on to another home. Both use magnetic stripe ledgers, one system has card reader for a complete aging report. Everything goes, the 2 posting machines, card reader, manuals and some ledgers. Age — 8 years. No reasonable offer refused. Call Mike, 9-5, (213) 427-7433. (33/TFN)

Matchless and AJS Singles
1953 Matchless G80CS and 1955 AJS 18CS. Many spare parts. Sell together or separate. Call Chuck (213) 593-3596 days; (213) 564-5509 eves/weekends. (33)

KX A6 Fork Kits & Porting
New 12" fork kit with rods, springs & Kal-Gard oil. Eliminates topping and front end washouts. $59.00. We also have GP porting for all KXs! 20-30% more power! $50-$80. Pipes, Mikunis, El carbs, Boyesens, Uni filters also available. Give us a call. CROTCH ROCKET FACTORY (805) 683-1426. (33/35)

'77 IT 400D. White Bros., Terry Kit, VDO, K&N, Dunlop. 1,000 miles, $895. (213) 539-3760. (32/34)

'79 Maico Magnum 440
Good condition, $1200. Mike (213) 542-7932. (32/33)

★★★ Yamaha '71 JT60 ★★★
Excellent condition, helmet, boots, and jersey. New fender. $300 OBO. (213) 421-4635. (33)

1976 MR 175 HONDA, clean, Curnutts & skid plate, $325.00. 1975 400 WR HUSKY, VDO, Curnutts & street license, $495.00. After 6:00 p.m. (714) 848-8203. (32/33)

'79 Yam. 750 Special like new
$1800.00 — '79 Windjammer Mark IV fairing, $150.00. — '79 Krauser saddle bags, $150.00 or all for $2,000.00. (213) 833-7792. (32/33)

FOR SALE OR TRADE: Doug Nash 5 speed car transmission, never used. Anything of value considered however, Yamaha flat track equipment gets first consideration. (312) 682-1769. (32/33)

2 '79 TZ250Fs AND 2 USED '80 TZ250Gs: Priced between $3,500 & $5,000 depending on equipment & spares. Call TTFN in Illinois (800) 642-9567, all other (800) 851-1561; evenings (217) 469-2784 or (618) 544-8358. (32/33)

Cibie lights K175, used once, in original cartons, two for $80.00 (213) 662-2015. (33)

'79 RM125 N, 3 rail trailer
Xlnt. cond., 2nd over, new frame, chain kit, Answer Prod. silencer, $630.00 — T.H.E. Trailer, good cond. $300.00. (714) 774-1551. (33)

1980 KX250 UNI TRAK, must sell, $1,100.00 Firm. (714) 493-7306. (32)

'73 KAWASAKI 500 M3, very good condition, plus extras, $1300. (213) 644-1954. (33)

'79 CR 390 HUSQVARNA. Desert tank, skid palte, MX tank, xlnt. condition, $1350.00 O.B.O. (213) 780-8510. (33/34)

'76 Husky WR250
Xlnt. cond., cowtrailed, $550.00. Evenings (714) 830-9821. (33)

1966 Chevy ½ ton custom cab
283 eng., ex. condition: White spoke wheels, AM/FM tape, $2600.00. Willing to make deal for VW: Bus or Bug clean. (213) 438-3918. (33/TFN)

Last chance!! Husqvarna
A few left — '79 250 WRs. SAVE over $600.00. Financing available. ALBA RACING (714) 436-9771. (32/33)

1977 Yamaha TT500
Excellent condition, forced to sell. $800.00. (213) 345-1281. (32/33)

'78 Ford Van, $3500 tk. ovr. loan
Set up by National rider with wall, bed, shelves. E250 351 2BL auto, PS-PB, AM—FM cassette, dual tanks, mags, radials, insulated, panelled. John (415) 467-7339. (32/33)

'74 Yamaha Trails TY250
Excellent condition, must sell, $450. (714) 753-2263. (32/33)

Four stroke freak's special
XL350 bored and stroked to 450, Dellorto, Lockhart, B. Bell transmission, in early CR250 frame professionally done plus many extras. $1,000. After 7 p.m. (714) 947-5628. (33)

1980 Husky 390 OR
Desert ready, xlnt. cond. $1500.00. (714) 962-1891. (33)

410 Honda
Honda engine in Suzuki RM frame. Gas Works shocks, RM-N forks, Petty fenders & headlight, Metzelers front. Excellent enduro or playbike. Well maintained. $900. (213) 429-0483. (33)

Yamaha 4-stroke
Factory bike prepared by Pro-Tec for Pierre Karsmakers. Won the National Championship at Carlsbad in December 1979. Highest offer over $3,000.00. (714) 499-5021. (32/34)

Rickman Rickman Rickman
125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

'78 KTM 400
New top end, less than 5 hours on engine, 11 in. front & rear, Ohlins on rear, clean & fast. $1,000 or best. (213) 630-4924. (32/33)

'80 KX 125 Uni Trak
DG ported, 36 Mikuni carb, Boyesen reeds, DeHandlers, and factory Kawasaki accessory pipe. $1200.00. (213) 970-0802. (33)

1980 IT 175G, many xtras, ridden 4 times. Must sell, $1000.00. (714) 633-2758. (33)

'71 DT 250 Yamaha
Good condition, see to appreciate. Make offer. Must sell. (213) 860-4176. (33)

D.M.S. MX FRAME
Seat, tank, handlebars, triple clamp, Simons forks, Sun rims front and rear, Fox rear shoxs, TT 500 engine, 38m carb., Megacycle cam, Venolia piston, plus extras. (213) 891-2062. (33)

Starbiker Cafe' Specialties
Same day disc drilling & polishing, $25; custom rearsets, $75 up; big selection fairings, tanks, seats. Custom installation. Call 10-7 (213) 391-0046. (33/34)

Kawasaki Sacrifice Sale
I will sell both my new 1980 KDX 175 and 400 Kawasakis for $2500.00 with a 2 rail trailer free if you buy both. Wife needs surgery and I need cash. Will also sell separately. (213) 397-1090. (33)

'78 MAICO MAGNUM 250. New primary chain, Sun rim, Renthal bars, Whirlpool throttle, runs excellent. Must sell, $650 firm. (714) 679-4904. (33)

1980 CR125R Mugen Honda
Air cooled Super Pro Mugen Power. Piggyback Ohlins, Renthal bars, Metzeler, Dunlop, excellent condition, super fast. Quitting racing, $2400 invested, $1400. (714) 244-3065. (33)

'80 Husky 125
Excellent condition, new Metzeler rear tire, two pipes, skid plate, Up-Tite port. $1,250. Lectron carb extra, $75.00. (714) 545-5614. (33/34)

Moto Guzzi Falcone
Cycle World Show winner. Magazine feature bike. Owned by Dick Cormany. Contact Howard Blau, Attorney at Law (213) 393-3753. (33/34)

Greeves Griffon Motocrosser
250cc 1971, one owner. Ceriani forks, looks new, stock-unrestored. A recognized Classic Motorcycle by the Classic And Antique Motorcycle Association. $900.00. (415) 364-9531. (32/33)

'79 Maico 450
Works shocks, heavy duty spokes, silencer, Terry cables, Mikuni carb, top condition. $1200.00. (805) 497-7747. (32/33)

'79 Yamaha IT175F
Only 750 miles, never raced, 2 new Metzelers, extra clean. Must sell. Ask for Paul aft. 6:00. $950.00 OBO. (714) 544-0398. (33)

Family has quit riding
Used jerseys, boots, tires, much misc. (714) 544-1594. (33)

'78 KTM 250, '77 RD Yamaha 400
KTM includes Lectron carb, Metzelers, two tanks and more. (213) 339-9176. (33)

JAWA SPEEDWAY
Clutch plates, $4.00 each; 2nd over piston, $48.90; Castrol R40, $3.40; CZ175 clutch plates, $1.95; Jawa 350 with oil injection, $599.00. Jawa Mopeds, wholesale to dealers. All this at your Factory Authorized Jawa/CZ dealer. BERTUS JAWA/CZ MOTORCYCLES. (213) 330-6171. (33)

1979 RMN 125 Suzuki engine
New cyl., — completely rebuilt, new CDI unit plus 32 carb. First $400.00 gets this price. Suitable for bike or Midjet racing. (316) 331-4226. (33/34)

'79 KX 125
Faster than the '80's. Many new parts and extras. $900.00. (805) 259-6505 after 5 p.m. (33/35)

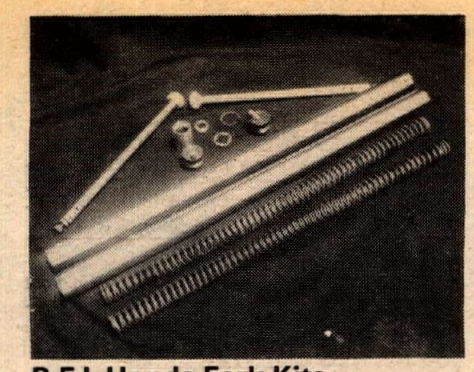
FOR SALE: LESTER HUEY'S 1975 XR 750. It's got Messler heads, Lawwill cams, custom paint, extra gearing, spare wheel, set 38 Dell Ortos, Rob Muzzy's exhaust system, many extra parts. Asking $6,000. Jim Messler (503) 688-3727 or Doug Huey (503) 998-6686. (33)

13½ foot Boston Whaler 40 HP
Mercury engine — trailer — fighting chairs — bargain at $2,000.00 or will trade for 465 with extras or long travel — framed — 4 stroke. (Dirt) Hallman, etc. Ask for Lowell (213) 433-2481. (33)

'78 Yamaha YZ400E
Excellent cond. $900.00 or T.O.P. (714) 544-5506. 677QRB. (33)

LEATHERS FOR SALE. ABC custom 1 piece suit, original cost $550. 1 yrs. old, make offer. Must sell. Anytime, call (714) 245-4923. (33/34)

Kawasaki 750 H2
1974, very good cond., Wirges chambers, Wiseco pistons, Uni-filters, low mileage, well maintained. $1200. (714) 525-9521. (33)



B.F.I. Honda Fork Kits

Consists of tubes — dampner rods — springs — air caps. Improves dampening and saves up to 5 lbs. in weight. Suit CR125, CR250, $207 — CR80 $169. FRANKS RACING, 17785F Sky Park, Irvine, Cal. 92714. (714) 546-3484. (29/EOI/33-C)

400 YZ 1979, $1300 or trade speedway bike race ready. (714) 988-9401. (32/33)

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1 night only Fri., Sept. 12. 6-11 p.m. ORANGE COUNTY FAIRGROUNDS. All indoors, space available. 24 hr. info. (714) 831-5116. (32/36)

FREE 1974 FORD F250

with purchase of 1978 Dreamer Camper. Camper is 8½ foot, fully self contained, shower, toilet, hot water heater, 2 large holding tanks, stove w/oven. Sleeps 6. Truck has blown 7th cylinder. Everything else is good. Truck is set-up for Camper and has RV radials w/rims. Take whole thing for $3,000.00 FIRM. (213) 422-4455 after 6:30 p.m. (30/TFN)

1967 Buick Skylark

runs great, air conditioning, automatic, power steering, power brakes, $500.00 firm. After 8 p.m. (213) 677-1773. (30/TFN)

'78 KX 250

New top end, 5 hours on engine, like new. $600.00 or best. (213) 630-4924. (32/33)

Playbike Husky '79 OR-CR 390

or tank, skid plate, excellent, $1,295. Ohlins; Saugus (805) 255-1467 Jim. (33)

1979 Husky 390 OR. Show room fresh, never raced, $1,595.00.Call after 6 pm (714) 531-4822. (33)

Moto-Guzzi Ducati

Overseas delivery & return shipping arranged for Moto-Guzzi & Ducati; including 850 LeMans II. For the price you would pay here for a Guzzi or Ducati, you could have a factory-prepared bike PLUS a trip to Europe. Contact RON LEVY LTD., 238 Mulberry St., New York City, NY 10012. (212) 288-5282. (15/TFN/EOI)

Knight-Crowther Honda XR500

Complete chassis by Terry Knight. Engine built by Mike Crowther. Three races old. $3400.00 or offer. Call (805) 238-5413 after 4:00 p.m. (32/33)

Pro Trac Trailers

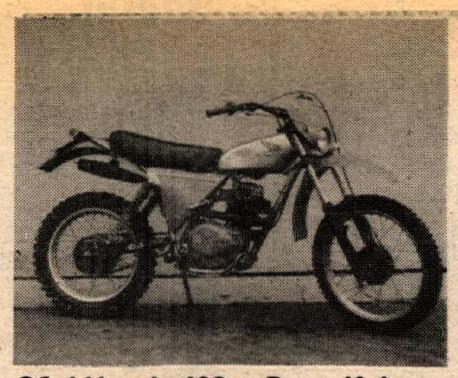
We manufacture the finest, most attractive trailers anywhere. Send for brochures and prices of our many list of options. 1136B Folsom Blvd., Rancho Cordova, CA 95670. Phone (916) 635-2899. (33/36)

XR750 BRAKE KITS

Grimeca brake and foot pegs set up for XR 750. STORZ PERFORMANCE, 9344 Oso Ave. "J." Chatsworth, CA 91311. (213) 993-3430. (32/34)

Honda Mini Elsinore

Never raced. Ridden only a few times. First oversized piston. Looks and runs beautifully. Only $380.00, worth $2,300.00. (213) 348-3184. (33)



C&J Honda 402cc Beautiful

Street license, Ceriani mag forks, Works, D.I.D., Elsinore hubs, needle cam, Mikuni, 242 lbs. Impeccable, all gold & blue, 2 tanks, $1200. See at ALBA HONDA. (714) 723-8773. (33)

YZ 80D

E frame, CDI Moto-plate, straight cut gear, 17" diameter front wheel, air forks, and balanced rear wheel. Very powerful, looks new. Only $380.00. (213) 348-3184. (33)

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**** BULTACO *** SWM ****
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****AT BURBANK YAMAHA****
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1979 Suzuki RM-250N

Excellent condition, Metzelers, O'Neal silencer, and more. $950 O.B.O. (714) 529-7324. (32)

WANTED ROADRACE LEATHERS. Cash. 5'4", 150 lbs. Gabriel (213) 389-7962. (33)

1980 Can-Am 250 Qualifiers

Super low price on last 2 in stock. Read "Cycle World" magazine August issue for road test. PERFORMANCE CYCLE, 1010 N. Olive, Anaheim, CA. (714) 991-7210. (33)

Russ Darnell Motocross School

JUNE 9-13 San Antonio, Texas. JUNE 9-13 Tucson, Arizona. JUNE 16-20 Thunderbird MX, Claremore, Oklahoma. JULY 14-18 Millville, Minn. JULY 21-25 Rapid City, South Dakota. JULY 28-AUG. 1 Omaha, Nebraska. AUG. 18-22 Dixon, California. AUG. 25-29 Austin, Texas. AUG. 25-29 McMinnville, Oregon. SEPT. 1-5 Saddleback, California. SEPT. 1-5 Thurston County ORV, Washington. FOR RESERVATIONS AND INFORMATION CALL (213) 767-1854 OR (714) 980-3212. (33/34)

CZ — JAWA — BABETTA

Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

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Improve the handling of your stock RM Suzuki significantly with the installation of the new FOX FACTORY SHOXs and receive a free copy of the Moto-X Fox Guide To PREPARING THE RM AND PE SUZUKI FOR COMPETITION. FOX FACTORY SHOXs with reservoirs, $275.00; without reservoirs, $225.00. Includes two stage springs and all installation hardware. Give RM model or required shock length, rider's weight and degree of skill. California residents add 6% tax. MOTO-X FOX, 520 McGlincy Lane, Dept. CNW, Campbell, CA 95008. Phone: (408) 371-1221. (30/EOI/(31/EOI/33)

YZ 250G

I bought it for my son 1½ months ago but, didn't want it. I've ridden it only 5 minutes. I'm forced to sell it. Only $1,700.00. (213) 348-3184. (33)

Norton Triumph owners/dealers

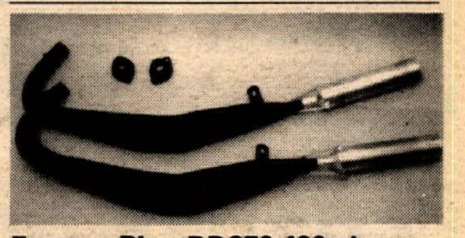
We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

1980 125 Husky CR

X-lint cond. Ridden 5 times! $1,300.00 (213) 357-9070. (33)

Suzuki Sale!

HONDA/SUZUKI OF POWAY in San Diego. RM100 — 125 and 400's. Call owner, Bob Emde for a super deal. All 1980 Suzuki's must go! No respectable offers will be refused. (714) 748-4151. (31/34)



Factory Pipe RD350-400 pipes

$100 with money back guarantee. Tapered head pipes, rebuildable aluminum mufflers (snap ring type, no rivets) hydroformed bodies, comes complete with all hardware and instructions. Write F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (32/33)

1979 Kawasaki KX 125

Spare parts, motocross ready, $750.00. (714) 962-1891. (33)

1980 IT 250, 425, TT250's

Very low prices — Call us and see just how low! LANCASTER YAMAHA, 400 W. Ave. "I", Lancaster, CA 93534. (805) 942-9624. (33/34)

$50 Finder's Reward!

WANTED — to buy — Perfect new mint Suzuki RV125 with low/no miles. "Doc" weekdays (714) 741-4461. (30/34)

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Friday noon for the following Wednesday's edition. Fill in the Visa/MasterCharge blank or send check or money order to:

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213/427-7433

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Headline in bold type $2
Photos $7
COMMERCIAL/HELP WANTED
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11 through 25 words $14
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Headline in bold type $3
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Below, indicate amount of products and circle the size. Above, print your name, address and credit card information. Make sure you send the entire blank in when you order.

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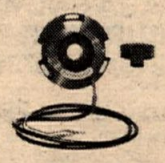

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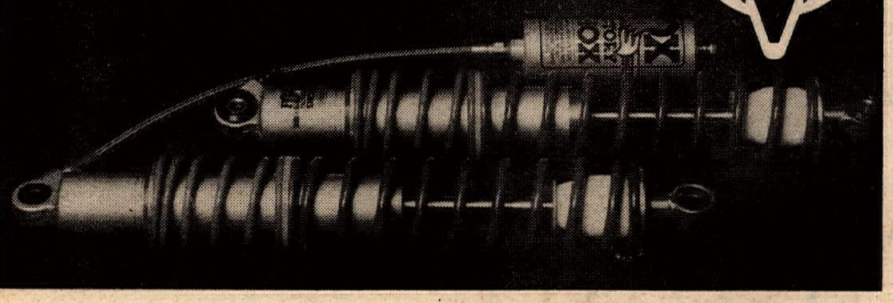

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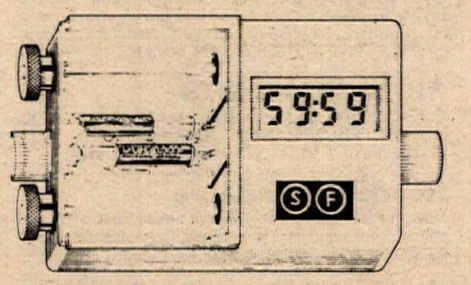

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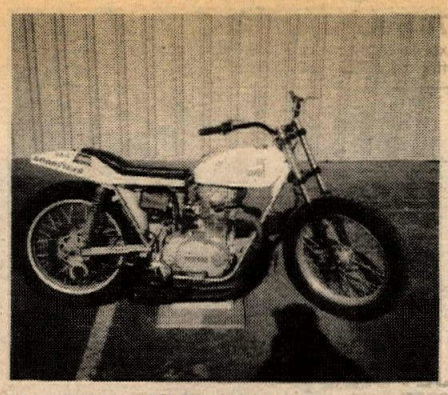

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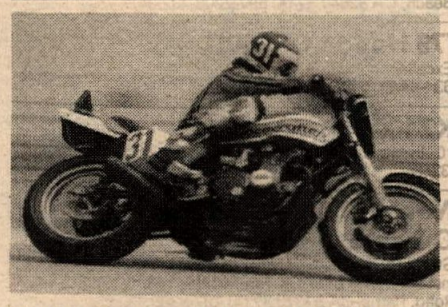

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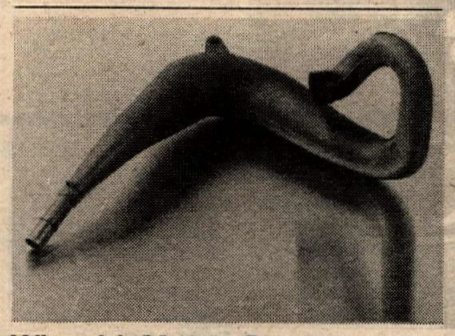

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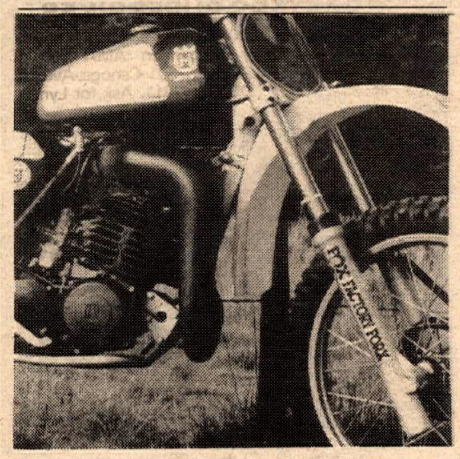

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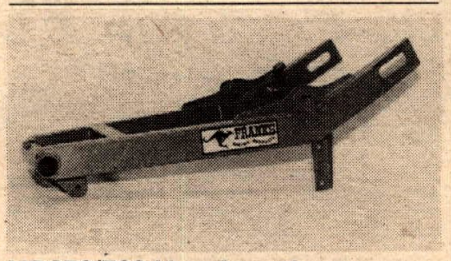

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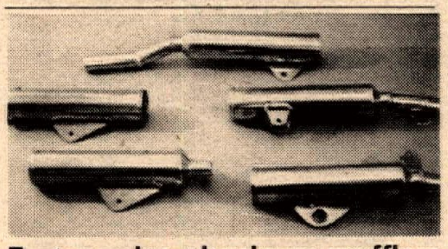

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Yamaha IT 250/425 '80	11.0"
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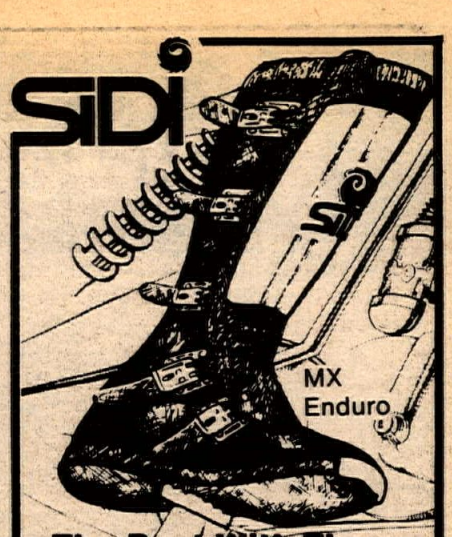

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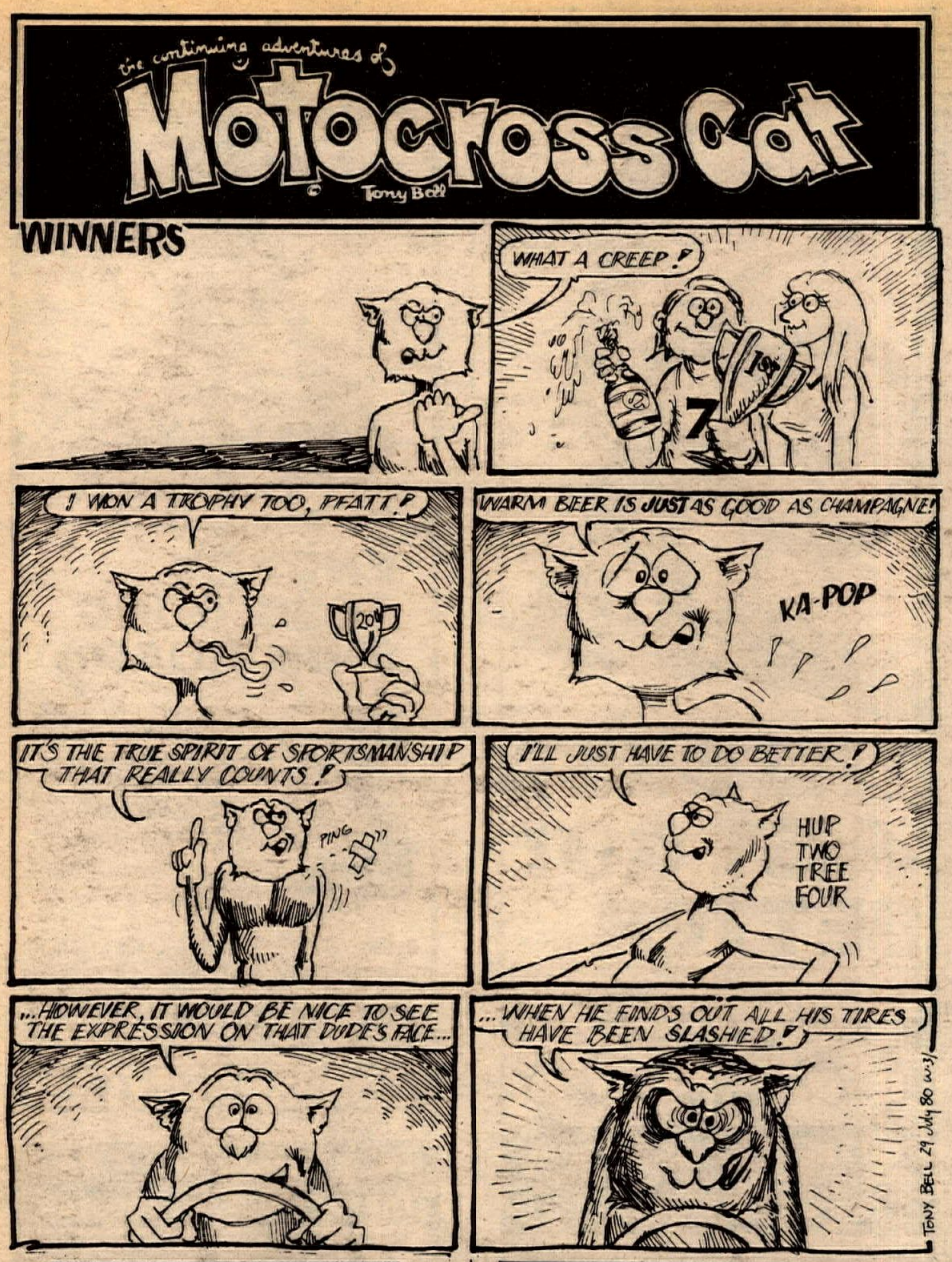

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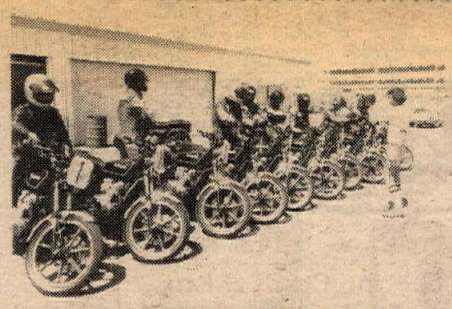

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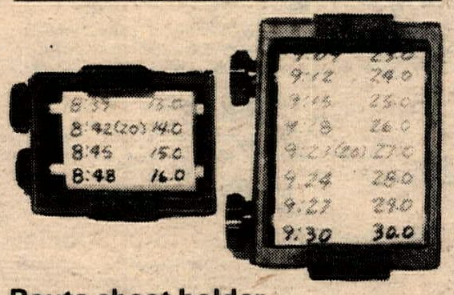

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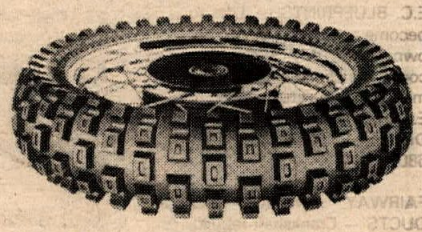

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